

Port of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 14 MAY 1943)

Report made at Mombasa on 31st March 1943 When handed in at Local Office 31st March 1943 Port of Mombasa
Survey held at Mombasa Date, First Survey and Last Survey 27th February 1943
(No. of Visits 1)

on the Machinery of the ~~Work Iron~~ Steel M.V. "DUMRA"
2304 Vessel built at Bristol By whom C Hill & Sons Ltd Year. Month. 1922 5 mo
1317 Engines made at Glasgow By whom M. British Diesel Eng. Co. Ltd When 1922
159 Boilers, when made (Main) ✓ (Donkey) 1922
Owners British India Steam Nav. Co Ltd Owners' Address ✓
(if not already recorded in Appendix to Register Book.)
Managers Do Port Glasgow Voyage ✓
If Surveyed Afloat or in Dry Dock afloat
(State Name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book and Supplements).

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100 A, 4.41		2.42
9.S.Mba M3-1, 33		+LMC C.S. 5.37
SS Mba M1-37		5.37 3.40
		BS 1.42
		5.37 3.39
		5.38 2.42
		OIL ENGINES
		CONTINUOUS SURVEY.

Examination and Repairs (if any) Port Mombasa
Parts + LMC C.S.

When held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on damage (the cause of which must be stated) should be separated from Repairs due to other causes; and detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Where the Surveyor has not made a special damage report, he is required to state whether he offered his services for this purpose, and why they were declined.

Work done by anyone else? If so, by whom?

Personally go inside each Main Boiler separately and make a thorough examination at this time?

Personally go inside each Donkey Boiler separately and make a thorough examination at this time?

Where necessary, state for what reasons?

Were the Boilers could not be thus thoroughly examined?

When means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Was an internal examination of each boiler?

Were the Safety Valves of the Main Boiler? Present condition of funnel(s)

Were the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Were all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers?

Were the drain plugs of the Main Boilers? , and of the Donkey Boilers?

Were all the mountings of the Main Boilers? , and of the Donkey Boilers?

Were the shafts examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Were the shafts changed? If so, state reasons.

Were the shafts fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Were the shafts alignment of Screw Shaft? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Were the shafts parts, when referred to by numbers, should be counted from forward.

Were the shafts Is electric light and/or power fitted?

Were the shafts Surveyor examine the generators, motors, switchgear, cables and fuses?

Were the shafts resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Were the shafts If not complete, state what arrangements have been made for its completion and what remains to be done

Continuous survey

one for C.S.

Main Engine: Air compressor cylinders, pistons, covers, valves, connected with top- and bottom end brasses, gudgeon pin, crankpin webs and crankshaft journal with brasses.

Main crankshaft journal with brasses.

Secondary machinery: Feed pump complete whilst opened up.

Fuel pressure unit complete with strainers and header.

The above examined and found in good condition

Observations, Opinion, and Recommendation:— The machinery of this vessel

By what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also the alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.; thus, for example, B.S. 9.11, B. & M.S. 9.11, L.M.C. 9.11, or M.C. 140 lb., F.D., etc.)

CS 3.34.

It is, in my opinion, to remain as at present classed and to

the record of + LMC C.S. (with date) when the survey has been

completed in accordance with the rules

Port + LMC C.S. 4.40

Repair Fee (if any) Section 29.

Chargeable

Fees applied for 1-3-1943
Received by me, 19

J. M. Lane
Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 25 MAY 1943

Insert Character of Ship and Machinery precisely as in the Register Book.

Cladonias

BA

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Foundation