

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

(Received at London Office)

5 FEB 1934

Writing Report January 12th 1934 When handed in at Local Office Port of Balanta.

Survey held at Balanta. Date, First Survey 1. 12. 33. Last Survey 11. 1. 34. (No. of Visits 2.)

on the Machinery of the Wood Iron or Steel S.S. DARA

Gross 4922. Vessel built at Port Glasgow. By whom Russell & Co. When 1915. 9.

Net 3083. Engines made at Glasgow. By whom Dunsunin Jackson. When 1915.

Boilers 3. Boilers, when made (Main) 1915. (Donkey) 1915.

Boilers 1. Owners Doulay & Persia Steam Nav Co. Owners' Address Port Doulay. Voyage ✓

Boilers 200. Managers ✓ Port Doulay. Voyage ✓

Boilers 100. Surveyed Afloat in Dry Dock No. 3 Garden Reach. Mekta Shah.

Particulars of Classification (which must be inserted precisely as in Register Book & 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 Hl.		+ 1/2 M.C. 7.33.
Shade deck. 8.33.		6.3. 8.33.
3.8 bow No. 3. 4.28		
3.8 bow No. 1. 82.		C.L.(A). 8.33.
11. 1. 34.		
11. 1. 34.		

Port No. Port Port

Years of Examination and Repairs (if any) None Damage.

When held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on damaged parts (the cause of which must be stated) should be separated from Repairs due to other causes; and details of any letters respecting this case.

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

Has a report made by anyone else? If so, by whom? For

Did you personally go inside Main Boiler separately and make a thorough examination at this time? Yes

Did you personally go inside Donkey Main Boiler separately and make a thorough examination at this time? Yes

Why were the Boilers could not be thus thoroughly examined? ✓

What means, in the absence of internal examination, were adopted by the Surveyor to ensure the thorough efficiency of those parts of each Boiler? ✓

Were the Safety Valves of the Main Boiler examined? No To what pressure were they afterwards adjusted under steam? ✓

Were the Safety Valves of Donkey Boiler examined? No To what pressure were they afterwards adjusted under steam? ✓

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

Were the drain plugs of the Main Boilers examined? ✓ and of the Donkey Boiler? ✓

Were all the mountings of the Main Boilers examined? No and of the Donkey Boiler? ✓

How often have the Main Boilers been drawn and 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? ✓

Has the Main Boiler been changed? ✓ If so, state reasons ✓

Has the Donkey Boiler been 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 bearings between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft examined? ✓

When complete, state what arrangements have been made for its completion and what remains to be done ✓

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Lead listing of the vessel during salvage operations the water was pumped from the gauge-glass of the forward main boiler - the donkey boilers have been cleaned & examined internally when no material was found.

Relating bilge & ballast pumps used during the fire have been examined & examined. The condenser has also been cleaned. Electrical circuits to the forward end of the vessel have been overhauled as necessary.

Observations, Opinion, and Recommendation: - The machinery of this vessel as far as 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 alterations required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 11, B.&M.S. 9, 11, or 5 L.M.C. 9, 11, is in good condition & eligible in my opinion to remain as without fresh record.

Rspees. £ 100/-

Fees applied for 12-1-1934

Received by me, 19

D. S. S. S. S.
Engineer Surveyor to Lloyd's Register of Shipping.

ee's Minute TUE. 20 FEB 1934

FRI. 22 JUN 1934 TUE. 26 JUN 1934



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