

COPY

18 MAY 1953

# Lloyd's Register of Shipping.

*PLEASE ATTCH KCH.  
ATT ON RECEIPT.*

Port Karachi,

9th May, 1953.



*NO. SAFINA-E-MILLAT*

*Classn. contemplated.*

This is to Certify that

J.F. JAMES,

The undersigned Surveyor to this Society did at the request of Lloyd's Agents and with the permission of the Owners attend on board s.s. "TSUKUSHI MARU", 8135 tons gross, No 30135 in the Register Book, on Monday March 16th 1953 and subsequent dates for the purpose of ascertaining the nature and extent of the damage said to have been caused by a fire which was discovered on 'D' deck at 3 a.m. on Monday March 16th and burned till 9 a.m. on the same day.

The fire originated in a locked up space on the Port side of the entrance hall on 'D' deck at approximately frame 105, which was in use as an electrical workshop. It was stated that this space had been locked up since 5 p.m. on Saturday March 14th, a period of 34 hours before the fire was discovered.

An accurate assessment of the extent of the damage has been made difficult as the vessel was undergoing extensive alterations to the accommodation which is now burned out, and only estimates are possible as to the lay out and state of completion of the work. A majority of the drawings of the vessel were destroyed in the fire.

Upon preliminary examination the undersigned

Found:

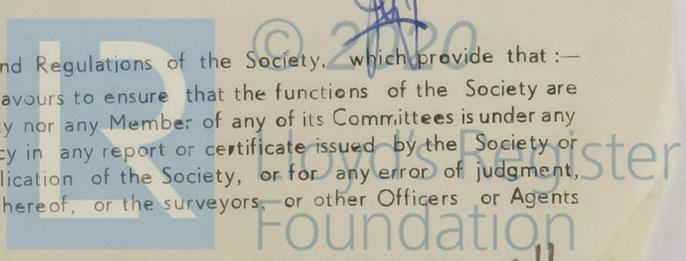
1) Bridge Deck

Wheel House - Total destruction of all woodwork including deck, windows, doors, and all steelwork badly buckled. All instruments destroyed. Standard compass, Engine room and docking telegraphs, telephones, steering telemotor, steering compass, navigation lights (electric and oil), helm indicator, revolution indicators, switch board, flag locker and flags.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—  
While the Committees of the Society use their best endeavours to ensure that the functions of the Society are fully executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or for any error of judgment, or negligence of any of its committees or any Member thereof, or the surveyors, or other Officers or Agents of the Society."

*D 1/5 KCH 27/2-3/53.*

002157-002164-0168/14



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FOUND:

2 Stairways to bridge top, two outside to A deck. Chart room total destruction of woodwork and contents including interior stairway to decks below. Steel work badly buckled. Outside sheathed deck Chart room to funnel casing totally destroyed. Signal steel mast on this deck sunk bodily downward owing to sag of decks below.

Fresh and salt water tanks scorched and insulation damaged. Wooden chocks to seating burned. Deck below (steel) sagged. Electric automatic switches on tanks damaged.

Boiler and Engine casing tops skylights to Engine room and decks below damaged. Exhaust fans damaged.

Boat (A) Deck

Master's and officers' accommodation and wireless room forward extending to boiler casing totally destroyed with all fittings, woodwork, windows, furniture, bathrooms and fittings. All steelwork including casings, decks, bridge front stairways badly buckled.

Store rooms at Port side of boiler casing burned out. Engine and boiler room ventilating fans and motors partially destroyed.

Emergency generator room scorched and buckled at Port side. Switchboard totally destroyed. Emergency generator engine scorched and blackened. All rubber hose connections destroyed. Radiator solder partly melted. Air compressor engine ignition burned out. Dynamo smoke blackened.

Engine room casings and vent casings to decks below buckled. Chief Engineer's accommodation totally destroyed with all contents and interior stairway.

Exterior of A Deck - Total destruction of wood sheathing P, S, and aft (said to be pine).

Steel deck badly buckled and sagged. Curtain plate Port side buckled.

Lifeboats, Falls & Davits -

Lifeboats Wood: 9 x 2.9 x 1.16m (64 persons)  
 Port 3 destroyed with falls, blocks and chocks, davits scorched.  
 Starboard 2 boats destroyed with 3 chocks, falls and blocks.

Promenade (B) Deck

Total destruction of all interior accommodation comprising Lounge, Entrance hall, Suite of rooms (Starboard) with bathroom and messroom.

18 first class cabins (3 for 4, 15 for 2)

Ladies and gents toilets, showers and bathrooms.

Engineers' and electricians' rooms (13) with mess room.

Engineers' toilets and showers.

3 interior stairways, 3 exterior.

All steelwork including bridge front badly buckled, decks sagged. Exterior sheathing destroyed.



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FOUND:Shade (C) Deck

All accommodation totally destroyed comprising 1st and 2nd class dining room. 2 Pantries. Entrance hall.  
 24 2nd class cabins, barbers shop, ladies and gents toilets and showers.  
 Hospital with dispensary, examination room, wash and W.C., 4 rooms for staff.  
 5 interior and 3 exterior stairways.  
 2 ventilating fans and motors.  
 All steelwork including bridge front buckled, decks sagged.

Main (D) Deck

Accommodation (Inter class) totally destroyed from Entrance hall aft to:-

Starboard side Engineers' changing room -  
 8 cabins (4 persons),

Port side Engine room bulkhead -  
 6, 4 person cabins and space in use as electrical workshop.  
 3 interior stairways. Steelwork buckled.

"E" Deck

The fire spread down the stairway on Port side aft of the entrance hall on 'D' deck. There is some scorched and blistered paint in this vicinity, and the deck head is set down.

There is evidence of some buckling of the casings on 'E' deck, and the deck welding is fractured on the Port side transversely for approximately 12' at a point 2 frames aft of the Engine room forward bulkhead.

General

In all the above spaces damage described as total destruction includes all woodwork, cabin side sheathing, divisions, furniture, plumbers fittings, electrical fittings and wiring, ventilating ducts, floor sheathings, doors, windows and side scuttles. The steelwork is badly buckled and split at many welded joints. It is probable that it will not be feasible or economical to reuse the steel structure, or the major part of it.

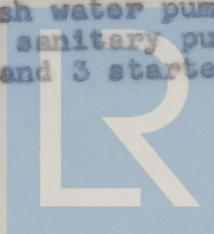
Machinery Casings

The machinery casings are insulated on the inside, and the majority are fitted with ventilating casings on the outside. Some buckling is evident and it is probable that sagging of the decks has distorted the casings. The boiler uptakes and funnel are not visibly damaged.

Engine Room

The following machinery was in the Electrical workshop and was totally destroyed:-

2 oil fuel units and 2 transfer pump motor armatures.  
 Motor and starter for fresh water pump.  
 Motor and starter for the sanitary pump.  
 2 condensate pump motors and 3 starters.



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Engine Room (Contd)

Small quantities of water were stated to have found their way below, and some rust was seen on opened up parts of machinery.

Preliminary Recommendations:

Charred wood and charcoal to be cleared from burned out spaces, burned floor coverings to remove.

Drawings of the steelwork of the superstructure and general arrangement of accommodation to be prepared.

Undamaged or partly damaged crockery, cutlery and linen to be salvaged and enumerated.

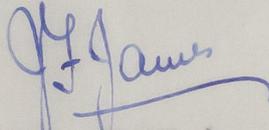
Engine room machinery to be cleaned as necessary, and protected from deterioration or loss.

The emergency generator engine to be stripped, examined and put into working order. Generator to be stripped and megger tested. Starters air compressor and engine to be put into working order. Air bottle to test.

Emergency switchboard to supply fitted with D.P. switch, fuses, voltmeter and ampmeter.

Suitable portable electric wire to be led from emergency switchboard to main switchboard to restore some lighting and a fire pump to the vessel.

Part of the above recommendations were in process of being carried out when Mr Hutchinson, a staff surveyor from the Salvage Association, arrived in Karachi and the case was handed over to him together with such drawings as were then available.



( J.F. JAMES )

Surveyor to Lloyd's Register,  
Karachi.

Rs 375/-

Travelling Expenses 42/-



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