

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 26 AUG 1953)

Date of writing Report 19 - 8 - 19 53 When handed in at Local Office 19 - 8 - 19 53 Port of Karachi

No in Survey held at Karachi Date First Survey 20 - 2 Last Survey 15 - 4 - 19 53  
(No. of Visits 6)

on the Machinery of the ~~Wood, Iron or Steel~~ Iron & Steel s.s. "SAFINA-E-MILLAT" ex "TSUKUSHI MARU"

Gross 8135 Vessel built at Kobe By whom Kawasaki Zosenso KK Co.Ld. When 1941 -  
Net 4944 Engines made at \_\_\_\_\_ By whom \_\_\_\_\_ When \_\_\_\_\_

Boilers, when made (Main) \_\_\_\_\_ (Donkey) \_\_\_\_\_  
Owners Pan-Islamic Steamship Co.Ld. Owners' Address \_\_\_\_\_  
(if not already recorded in Appendix to Register Book.)

Managers \_\_\_\_\_ Port Karachi 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 & Supplements).

Classification \_\_\_\_\_ Contemplated \_\_\_\_\_

Particulars of Examination and Repairs (if any) Mchy examination & Damage  
Special Surveys, 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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and titles of any letters respecting this case KARACHI LTR. 29/7/53. SEC. LTR. 4/8/53.

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 No.

A damage report made by anyone else? If so, by whom? Mr. James (L.R.) & Mr. Hutchinson (S.A.)

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? \_\_\_\_\_

Donkey " " " " \_\_\_\_\_

State for what reasons \_\_\_\_\_ What parts of the Boilers could not be thus thoroughly examined? \_\_\_\_\_

Special 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? \_\_\_\_\_

Latest date of internal examination of each boiler \_\_\_\_\_ Present condition of funnel(s) \_\_\_\_\_

Did the Surveyor examine the Safety Valves of the Main Boilers? \_\_\_\_\_ To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

Did the Surveyor examine the Safety Valves of the Donkey Boilers? \_\_\_\_\_ To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? \_\_\_\_\_, and of the Donkey Boilers? \_\_\_\_\_

Did the Surveyor examine the drain plugs of the Main Boilers? \_\_\_\_\_, and of the Donkey Boilers? \_\_\_\_\_

Did the Surveyor examine all the mountings of the Main Boilers? \_\_\_\_\_, and of the Donkey Boilers? \_\_\_\_\_

Has the screw shaft now been drawn and examined? \_\_\_\_\_ Has it a continuous liner? \_\_\_\_\_ Is an approved oil retaining appliance fitted at the after end? \_\_\_\_\_

Has the shaft now been changed? If so, state reasons \_\_\_\_\_ Has the shaft now fitted been previously used? \_\_\_\_\_ Has it a continuous liner? \_\_\_\_\_

Is an approved oil retaining appliance fitted at the after end? \_\_\_\_\_ State date of examination of Screw Shaft \_\_\_\_\_ State the wear down in the bush \_\_\_\_\_

Is electric light and/or power fitted? \_\_\_\_\_ If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? \_\_\_\_\_

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? \_\_\_\_\_

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If Survey is not complete, state what arrangements have been made for its completion and what remains to be done \_\_\_\_\_

Work Done for Mchy. Examination: Feed pumps examined and shafts found rusted and white metal bearings wiped. Port turbo-generator rotor shaft examined and labyrinth packing and oil baffles found faulty, suspected due to wiped bearings. Port H.P. turbine rotor shaft labyrinth packing examined and found faulty.

Work Done: The following parts examined and found as under:-

Port main lubricating oil pump unfit for use owing to wear in the casing, siezed and damaged quills and fire damage.

The economiser tubes of the centre boiler distorted and buckled. The economiser is comprised of 14 interlocked tube nests expanded into 2 headers at the back of the

General Observations, Opinion, and Recommendation:—

(State clearly 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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

CS 3,34 For the information of the Committee.

Fee (per Section 23) Mchy. Exn. Rs 200/-

Damage or Repair Fee (if any) Rs 125/-

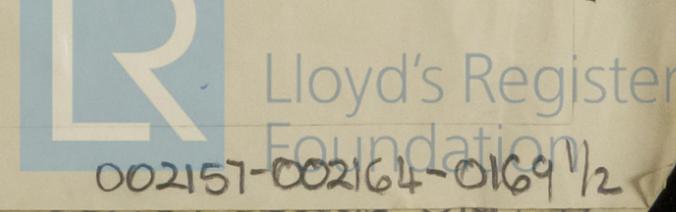
Expenses (if chargeable) Rs 42/-

Fees applied for, \_\_\_\_\_ Received by me, \_\_\_\_\_

Committee's Minute THURSDAY 10 SEP 1953

Assigned Deferred

*J.M. Crowley for J.F. James*  
Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to \_\_\_\_\_

## s.s. "SAFINA-E-MILLAT"

boiler and running fore and aft. They are supported on 2 thwartship water cooled support tubes. The centre support tube has sagged down onto the superheat tubes followed by all the economiser tubes. The forward 'U' ends of the tubes having distorted upwards and are pressing onto the air preheater above.

DAMAGE II: Attended on board at the request of Lloyd's Agents for the purpose of ascertaining the nature and extent of damage stated due to fire while the vessel was afloat in Karachi on 16th March 1953.

Now Done: The following parts examined and found as under:-

All electric wiring and fittings on Bridge Deck, Boat Deck, Promenade Deck, Shade Deck, Main Deck and "B" Deck together with emergency generator switchboard totally destroyed.

The engine and boiler room ventilating fans were partially destroyed.

All rubber hose connections to the emergency generator were destroyed and the radiator solder partly melted, the engine was scorched and blackened. Air compressor ignition burnt out.

The following machinery was in the electrical workshop where the fire is alleged to have started and is 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.

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

Some repairs were in process of being effected when Mr Hutchinson, a Staff Surveyor from Salvage Association, arrived and the case was handed over to him.

The vessel is now laid up at Karachi awaiting the Owners' decision on her future.

J.M.B.



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Lloyd's Register  
Foundation

This submitted no  
action is necessary  
pending further information

J  
7.9.13

