

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

(Received at London Office)

Date of writing Report 26 - 8 - 19 57 When handed in at Local Office 24 - 8 - 19 57 Port of Karachi

No in Reg. Book. Survey held at Karachi Date. First Survey and Last Survey 21 - 8 - 19 57  
(No. of Visits 1)

02915 on the Machinery of the ~~XXXXXX~~ Steel s.s. "BADARPUR"

Tonnage	Gross	<u>8122</u>	Vessel built at <u>Newcastle-on-Tyne</u> By whom <u>Hawthorn, Leslie &amp; Co. Ltd.</u> When <u>1922 - 6</u>
	Net	<u>4861</u>	Engines made at <u>Newcastle-on-Tyne</u> By whom <u>Hawthorn, Leslie &amp; Co. Ltd.</u> When <u>1922</u>
As Per Rule			Boilers, when made (Main) <u>1922</u> (Donkey) <u>---</u>
No. of Main Boilers	<u>3</u>	Owners <u>Burmah Oil Co. (Tankers) Ltd.</u> Owners' Address <u>---</u> (if not already recorded in Appendix to Register Book.)	
No. of Aux Boilers	<u>1</u>	Managers <u>---</u> Port <u>London</u> Voyage <u>---</u>	
Steam Pressure—		If Surveyed Afloat or in Dry Dock <u>Afloat</u> (State name of Dock.)	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
No. in Main Boilers	<u>1801b</u>		
No. in Donkey Boilers	<u>---</u>		

Particulars of Examination and Repairs (if any) DAMAGE

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letter<sup>s</sup> respecting this case

HULL	MACHINERY
† 100A1	† LMC 3,54
2,57	BS M 2,57
ssBkn 3,54	A 2,57
	CL 2,57
	sps 3,54
	OF 7,22
Carrying petroleum in bulk	

Where damage cases 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

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

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

What 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?

What is the 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 stern 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?

Do the fine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Attended on board at the request of the Owners' Representatives to examine the nature and extent of damage stated due to the vessel grounding in the Shatt-el-Arab on the 14th August 1957.

Work done: Main condenser and circulating system examined and found in good order. Pumping arrangements examined and tested. The propeller was examined as far as practicable and found satisfactory and the Chief Engineer reported that the machinery had been running satisfactorily from the time of the grounding until the vessel docked at Karachi. In view of the above the vessel is considered efficient meanwhile but it is recommended that the propeller and outside fastenings be specially examined at the next drydocking.

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, etc.)

The machinery of this vessel, so far as now seen, is in efficient condition and is eligible to remain as classed with-out fresh record of survey subject to the propeller and fastenings being specially examined at the next drydocking.

Fee (per Section 23) Rs 100 : - Fees applied for, 19

Damage or Repair Fee (if any) £ : : Received by me, 19

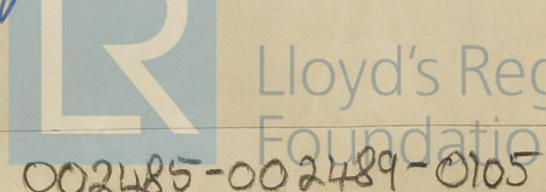
(per Section 23.)

Printing expenses (if chargeable) Rs : 8 : -

Committee's Minute TUESDAY - 1 OCT 1957

Signed See Rpt. 8

*J. B. Mollay*  
Engineer Surveyor to Lloyd's Register of Shipping.



002485-002489-0105

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