

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 30 -4 -52 19 When handed in at Local Office 19 Port of KARACHI,  
No. in Survey held at East Wharf & Manora Dry-Dock Date, First Survey 21 -2 -52 Last Survey 28 -4 - 1952  
Reg. Book. on the ~~Wood~~ ~~Iron~~ ~~or~~ Steel screw steamer "FORMA" (No. of Visits 6)

TONNAGE :- Built at Calcutta By whom Garden Reach Workshop When 1941 MONTH  
GROSS 4707 Owners East & West Steamship Co., Owners' Address  
UNDER DK. Managers in Dry-Dock Port belonging to KARACHI,  
NET 2343

Surveyed Afloat or in Dry Dock? Afloat, Name of Dock Manora Dry-dock Destined Voyage

Cell DBor DBa feet; uE & B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey should be summarised. State clearly the cause 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In 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 to whom and why they were declined

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey (First Entry).

Now Done: Vessel in dry-dock. Shell plating externally & rudder cleaned examined and recoated.

EXAMINED: Crew Spaces & spaces under, decks, engine and boiler spaces, under engines and boilers bunkers, Anchors & cables (ranged) chain locker, fore and after peak spaces, fore and After peak tanks internally, fresh water tanks internally, plating in way of side-lights, mast (no wedges) hatchways, covers, Ventilators and coamings, air & sounding pipes (striking plates fitted), Steering gear, hand steering gear, windlass, pumps W.T. doors, general equipment.

Spaces cleared, cleaned and scaled, ceilings and cement removed as required, steel work recoated and new cement laid.

(Contd....P.T.O.)

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE								
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.		
Caulking of Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Felt.)		
Coamings	Good	Cement or Asphalt	Cement	Oil Bunkers	✓	When fitted, Month		Year
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good	Boats	Good	
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	✓	Masts, Yards, &c.	Good	
" " In way of sidelights	Good	Windlass	Good	Hatches	Good	Condition, how ascertained	New	
Frames	Good	Have pumps been examined and found efficient?	Yes	Planking		(State if wedges removed.)		
Reverse Frames	✓	Have Sluice Valves been examined and found efficient?	Yes	Caulking		Equipment letter		
Longitudinals	-	Have Watertight Doors been examined and found efficient?	Yes	Treenails		Anchors, No. of 2 Bower	15 cut each	
Transverses		Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		Cables (State if now ranged)	Yes	
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" length 150 ft mean diamr. 1 3/4		
Keelsons	Good	Doubling Plates under Sounding Pipes	Yes	Timbers of Frame at openings		" Rule length 135 ft size 1 3/16		
Stringers	✓			" " at other places		Chain Locker	Good	
Inner Bottom Plating				Stringers, Clamps & Shelves		Hawsers & Warps	Good	
Have the Tanks been examined internally?	✓			Salting		Standing and Running Rigging	Good	
Have the Tanks been tested?	See Rpt			State if examined.		Sails	✓	

General Observations, Opinion as to Class, Recommendation, &c. :-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

The Vessel is eligible, in my opinion to be classed as contemplated with a record of

S.S. 4 -52.

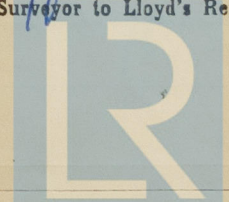
Last date D.D. 3.52.

Survey Fee (per Section 29)	£ - - -	Fees applied for,	
Screw Shaft	Rs 64-0-0		
Special Damage or Repair Fee (If any) (per Sec. 29)	£ : :	Received by me,	
Travelling Expenses (If chargeable)	£ - - -		
Second Surveyor's Fee (If any)	£ : :		

Committee's Minute

Character Assigned See minute on Koh F.E Rpt. 1898

Surveyor to Lloyd's Register of Shipping



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002659-002666-0008



TESTED: The fore and after peak tanks and all fresh water tanks to Rule Requirements.

The hatch coamings built during conversion tested by hose.

The Shell plating drilled.

REPAIRS NOW DONE:

Three bruises on the Shell plating each 4 to 8 inches long, about 1 inch wide and 1/32 inch deep apparently caused by the Asdic lifting gear built up by electric welding.

REPAIRS DEFERRED: None

### RESULTS OF DRILLING

STRAKE OR	FOR	AMID.	AFT
SHEER	P. H S. H	P. H S. H	P. H S. H
E	7/16 .42 .43	.42 .42	.41 .41
D	7/16 .42 .43	.43 .43	.41 .41
C	7/16 .40 .40	.41 .40	
B	7/16	.42 .42	
KEEL	1/2 .45	.5	.45

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

### ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
K.P.T.403/1	1st Bower	15	0	0				17	0	0	0				Cast Steel	Burns	Kanada
K.P.T.403/2	2nd "	15	0	0				17	0	0	0				Stackless	Holland	Port
	3rd "															Calcutta	Trust
	Collective Weight																
	Stream.....																
	Kedge .....																

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

### CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
24633 16	75	1 5/16	23 3/8	38					STUD		LOW WALKER
24638					114-0-2	97-3-0	135	1 7/16	LINK		28-3-50
24465 16 9	75	1 3/16	23 3/8	38							8-12-49
Iron Stream Chain or Steel Wire											R. J. LOSAN

See  
FE Qpk

See  
FE Qpk



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