

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

5 MAY 1952

Date of writing Report 28-4-1952 When handed in at Local Office

Port of KARACHI

No. in Survey held at EAST WHARF
Reg. Book.Date, First Survey 29-5-51 Last Survey 28-4-52 19
(Number of Visits 8)

on the STEEL SCREW STEAMER FORMA

Built at CALCUTTA By whom built GARDEN REACH WORKSHOPS Yard No. 258

Tons { Gross 470.7
Net 234.3
When built 1941

Engines made at RENFREW

By whom made LOBNITZ & CO.

Engine No.

When made 1941

Boilers made at No Reend

By whom made

Boiler No.

When made 1941

Registered Horse Power

Owners EAST AND WEST STEAMSHIP CO Port belonging to KARACHI

Nom. Horse Power as per Rule 135 MN

Is Refrigerating Machinery fitted for cargo purposes NO

Is Electric Light fitted YES

Trade for which Vessel is intended TOWING SERVICE ON COAST OF INDIA, PERSIAN GULF & CHITTAGONG

ENGINES, &c.—Description of Engines 3 Cylinder Triple Expansion

Revs. per minute 130

Dia. of Cylinders 13 1/2 : 23 : 38 ins Length of Stroke 27 in No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 7.2" as fitted 7.875" Crank pin dia. 7.875" Crank webs Mid. length breadth 15.75" Mid. length thickness 4.875" Thickness parallel to axis Thickness around eye-hole

Intermediate Shafts, diameter as per Rule as fitted 7.875"

Thrust shaft, diameter at collars as per Rule as fitted 7.875"

Tube Shafts, diameter as per Rule 7.2" as fitted 7.875" Screw Shaft, diameter as per Rule 8.03" as fitted 8.5"

Is the { tube } shaft fitted with a continuous liner { NO }

Bronze Liners, thickness in way of bushes as per Rule as fitted

Thickness between bushes as per Rule as fitted

Is the after end of the liner made watertight in the

propeller boss

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive

If two liners are fitted, is the shaft lapped or protected between the liners

Is an approved Oil Gland or other appliance fitted at the after end of the tube

shaft Yes If so, state type Lubritz

Length of Bearing in Stern Bush next to and supporting propeller 36 1/2"

Propeller, dia. 8'-9" Pitch 9'-4" No. of Blades 3

Material C.I.

whether Movable No

Total Developed Surface 30 sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter 2 5/16" Stroke 13"

Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2

Diameter 2 7/16" Stroke 13"

Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size One; Piston 6" Bucket 4" Dia.
How driven Weir; SteamPumps connected to the { No. and size One, 3" Section
Main Bilge Line How driven Weir; Steam

Ballast Pumps, No. and size None

Lubricating Oil Pumps, including Spare Pump, No. and size None

Are two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room Two of 2 1/2" diam; Boiler Room Two of 2 1/2" diam

In Pump Room One of 2 1/2" diam

In Holds, &c. One of 2 1/2" diam

Main Water Circulating Pump Direct Bilge Suctions, No. and size One

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size One of diam

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-bones

Yes

Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Yes

Are all Sea Connections fitted direct on the skin of the ship

Yes

Are they fitted with Valves or Cocks

Valves

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Yes

Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Yes

Are the Blow Off Cocks fitted with a spigot and brass covering plate

Yes

What Pipes pass through the bunkers Ballast line to F.P.

How are they protected Welded steel casing.

What pipes pass through the deep tanks

None

Have they been tested as per Rule

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

Yes

Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another

Yes

Is the Shaft Tunnel watertight

Yes

Is it fitted with a watertight door

Yes

worked from Weather deck

MAIN BOILERS, &c.—(Letter for record)

Total Heating Surface of Boilers 2606 sq. ft.

Is Forced Draft fitted Yes

No. and Description of Boilers 1 Marine Boiler

Working Pressure 200 lb/sq. in

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting
(If not state date of approval)

Main Boilers

Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied YES, EXCEPT NO SPARE PROPELLER

State the principal additional spare gear supplied IN ACCORDANCE WITH RULES CHAPTER "K" SEC 1

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation

002659-002666-0013

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

No Records

Dates of Examination of principal parts—Cylinders 29-5-51 Slides 29-5-51 Covers 29-5-51

Pistons 29-5-51 Piston Rods 29-5-51 Connecting rods 29-5-51

Crank shaft 29-5-51 Thrust shaft 29-5-51 Intermediate shafts 29-5-51

Tube shaft ✓ Screw shaft 15-3-52 Propeller 15-3-52

Stern tube 15-3-52 Engine and boiler seatings 29-5-51 Engines holding down bolts 29-5-51

Completion of fitting sea connections 15-3-52

Completion of pumping arrangements 21-2-52 Boilers fixed Engines tried under steam 29-4-52

Main boiler safety valves adjusted 28-4-52 Thickness of adjusting washers P. 0.38" S 0.32"

Crank shaft material No record Identification Mark Thrust shaft material Identification Mark

Intermediate shafts, material No record Identification Marks Tube shaft, material Identification Mark

Screw shaft, material Identification Mark Steam Pipes, material Steel Test pressure 400 lb/sq. in. Date of Test 19-6-51

Is an installation fitted for burning oil fuel No ✓ Is the flash point of the oil to be used over 150°F. ✓

Have the requirements of the Rules for the use of oil as fuel been complied with ✓

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No ✓ If so, have the requirements of the Rules been complied with ✓

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with No ✓

Is this machinery duplicate of a previous case Yes If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

The Engine and boilers were built to an Admiralty order in 1941 and issued to the Builders.

The workmanship is good and the machinery eligible, in my opinion, to be classed as contemplated.

The amount of Entry Fee ...	£ 1125-0-0	When applied for,
Special ...	£ : :	19
Donkey Boiler Fee ...	£ : :	When received,
Travelling Expenses (if any) £	35-0-0	19

Committee's Minute TUES. 24 JUN 1952

Assigned LMC 4.52.

S(06) 3.52 F.D. 18B 22016

Engineer Surveyor to Lloyd's Register of Shipping.