

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 17 FEB 1949

of writing Report 20.12.48 19 When handed in at Local Office 19 Port of Karachi

in Survey held at East Wharf, Manara D.D. Date, First Survey 15.1.47 Last Survey 16.12.48 19
 (Number of Visits 8)

on the steel screw steamer FRITHA (HMIS Agia) Tons {Gross 411
 Net 239

built at Calcutta By whom built Houghly Dock Eng. Co. Yard No. When built

Engines made at Renfrew By whom made Labnitz & Co Engine No. When made

Boilers made at Glasgow By whom made John Thompson & Co Boiler No. When made

Registered Horse Power Owners East West Steamship Co Port belonging to Karachi

Indicated Horse Power as per Rule 154 MN Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Use for which vessel is intended Cargo service, Persian Gulf, Karachi and Chittagong

ENGINES, &c.—Description of Engines 3 cylinder triple Expansion Revs. per minute 120

No. of Cylinders 14 7/8" 2 3 1/2" 3 9" Length of Stroke 24" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 7.64" as fitted 7 1/16" Crank pin dia. 7 1/16" Mid. length breadth 15 1/2" Thickness parallel to axis 4 7/8" shrunk

Intermediate Shafts, diameter as per Rule 7.28" as fitted 7 1/4" Crank webs Mid. length thickness 4 7/8" Thickness around eye-hole 4"

Propeller Shafts, diameter as per Rule 7.64" as fitted 8 1/2" Thrust shaft, diameter at collars as per Rule 7.68" as fitted 7 3/4"

Is the {tube screw} shaft fitted with a continuous liner { No Yes

Propeller Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule 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

When 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

When 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

If so, state type Labnitz & Co Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. 8'-9" Pitch 9'-4" No. of Blades 3 Material Cast Iron whether Moveable No Total Developed Surface 30 sq. feet

Main Pumps worked from the Main Engines, No. 2 Diameter 2 1/4" Stroke 13" Can one be overhauled while the other is at work Yes

Auxiliary Pumps worked from the Main Engines, No. 2 Diameter 2 1/4" Stroke 13" Can one be overhauled while the other is at work Yes

Number and size of Suctions Pumps connected to the Main Bilge Line No. and size One 3" suction, 3" delivery

How driven Wens steam pump Main Bilge Line How driven Wens steam pump (General Service)

Number and size of Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected both to Main Bilge Pumps and Auxiliary

Number and size of Engine and Boiler Room Pumps 3 of 2 1/2" diam and two of "diam from Ejector

Number and size of Pump Room In Holds, &c. 1 of 2 1/2" diam

Number and size of Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 of 5" diam Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size 1 of 2 1/2" diam

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

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

Do any Pipes pass through the tankers None How are they protected

Do any 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 Main Deck

NUMBER OF BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 2606 sq. ft.

Which Boilers are fitted with Forced Draft One Main Which Boilers are fitted with Superheaters None

Number and Description of Boilers 1 Marine multitubular 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?

Can the donkey boiler be used for other than domestic purposes

APPROVED PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

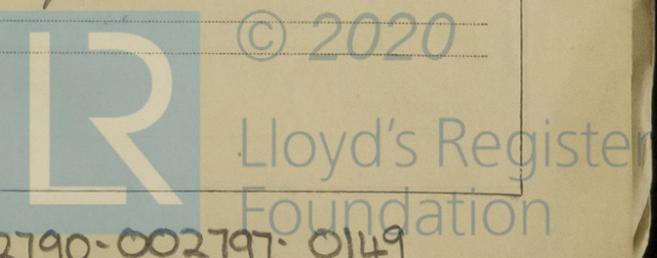
Is the spare gear required by the Rules been supplied Yes

What is the principal additional spare gear supplied

- 1 Complete Bottom End Bearing
- 1 Complete Top End Bearing
- 1 Set Pads each ahead & astern for Mitchell Thrust block
- 1 Set Valves & seats for attached Main Feed & Bilge Pumps
- 1 Set Valves for each Auxiliary pump
- 1 Set Valves for Air Pump
- 1 Set for Main Feed Check Valve
- 1 Set each H.P. Piston & Valve rings
- 12 Baila tube stoppers complete
- 1 Complete set human rollers

The foregoing is a correct description.

Manufacturer.



002790-002797-0149

Dates of Survey while building {

 During progress of work in shops - - {

 During erection on board vessel - - - {

 Total No. of visits

Dates of Examination of principal parts—Cylinders 17.1.47 Slides 17.1.47 Covers 17.1.47

 Pistons 17.1.47 Piston Rods 17.1.47 Connecting rods 17.1.47

 Crank shaft 17.1.47 Thrust shaft 15.1.47 Intermediate shafts 15.1.47

 Tube shaft 17.4.48 Screw shaft 17.4.48 Propeller 17.4.48

 Stern tube 17.4.48 Engine and boiler seatings 17.4.48 Engines holding down bolts

Completion of fitting sea connections 17.4.48

 Completion of pumping arrangements 8.11.48 Boilers fixed ✓ Engines tried under steam 16.12.48

Main boiler safety valves adjusted 16.12.48 Thickness of adjusting washers

Crank shaft material Steel Identification Mark Thrust shaft material Steel Identification Mark

Intermediate shafts, material Steel Identification Marks Tube shaft, material Identification Mark

Screw shaft, material Steel Identification Mark ✓ Steam Pipes, material Steel Test pressure 350 lbf/sq. in. Date of Test

Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150° F. Yes

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

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 ✓

Is this machinery duplicate of a previous case.....If so, state name of vessel No.

General Remarks (State quality of workmanship, opinions as to class, &c. The workmanship is satisfactory & the machinery is eligible in my opinion to be classed as contemplated

Certificate to be sent to

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

J. J. ...
 Engineer Surveyor to Lloyd's Register of Shipping

Date FRI. 13 MAY 1949

Committee's Minute See minute on F.L. apt

