

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

(Received at London Office FEB 1948)

Date of writing Report 6.12.47 19... When handed in at Local Office... 19... Port of KARACHI

No. in Survey held at Berth 25 Date. First Survey 23.4.47 Last Survey 3.12.47
 Reg. Book. 561 on the Machinery of the Wood, Iron or Steel SCREW STEAMER "QUEERIMBA" (No. of Visits 10)

Tonnage { Gross 7769 Vessel built at SUNDERLAND By whom W. GRAY & CO. When 1925 Month 3
 Net 4772 Engines made at WEST HARTLEPOOL By whom CENTRAL MARINE ENG. WORKS When 1925 Month 3
 Nominal Horse Power 933 Boilers, when made (Main) 1925 Co. (Donkey)
 Owners BRITISH INDIA STEAM NAVIGATION Owners' Address (If not already recorded in Appendix to Register Book)
 No. of Main Boilers 5 Managers Port London Voyage
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat
 Steam Pressure—
 in Main Boilers 225 lb/sq.in (State name of Dock.)
 in Donkey Boilers -

Last Report No. Port

Particulars of Examination and Repairs (if any) L. M. C.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules.) 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 briefly summarised at the end of the report. 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 why they were declined

Was a damage report made by any one else? If so, by whom?

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

If this was not done, state for what reasons

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

State latest date of internal examination of each boiler. Port End 3.11.47 remainder 29.10.47 Present condition of funnel (s) GoodDid the Surveyor examine the Safety Valves of the Main Boiler? YesTo what pressure were they afterwards adjusted under steam? 225 lb/sq.inDid the Surveyor examine the Safety Valves of Donkey Boiler? YesTo what pressure were they afterwards adjusted under steam? YesDid the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yesand of the Donkey Boilers? YesDid the Surveyor examine the drain plugs of the Main Boilers? Yesand of the Donkey Boilers? YesDid the Surveyor examine all the mountings of the Main Boilers? Yesand of the Donkey Boilers? Yes

Has the screw shaft now been drawn and examined?

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons. To be examined in dry dock

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Is electric light and/or power fitted? Light only

Engine parts, when referred to by numbers, should be counted from forward.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YesHas the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? YesIf the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. L. M. C. Survey Complete

NOW DONE VESSEL AFLOAT.

EXAMINED. All Main Engine Cylinders, pistons, valves & casings, Rods, crossheads & guides crank, thrust & intermediate shafts and all their bearings.

All feed bilge circulating & Air pumps, ballast & general service pumps, Main condenser (also tested) pumping arrangements.

The Main Boilers & their mountings examined throughout & safety Valves adjusted under steam.

Electrical Equipment examined & tested throughout.

The Evaporator safety Valve adjusted to 15 lb/sq.in and ring made & fitted.

S. R. LIST The L. P. Astern eccentric examined.

General Observations, Opinion, and Recommendations:—

(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, B.S. 9,11, B.&M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

The Machinery of this Vessel is eligible, in my opinion to remain as classed with fresh record of L M C 11, 47 & B.S. 11, 47 subject to the L. P. Astern eccentric Rod being examined before 11.48.

Survey Fee (per Section 29) Rs. 910-0-0 Fees applied for
 Special Damage or Repair Fee (if any) £ : 19...
 (per Section 29) Rs. 135-0-0 Received by me,
 Electric Equipment Rs. 50-0-0 19...
 Travelling expenses (if chargeable)

TUES. 25 MAR 1948

Committee's Minute

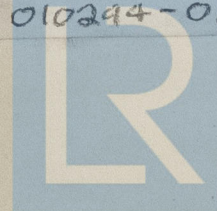
Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN.

The Times of India Press, Bombay.

010294-010294-0181



Lloyd's Register
Foundation

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

Is a Certificate required? If so, to be sent to