

to Chief Surveyors.....

Received from Chief Surveyors.....

SEL'S NAME S.S. 'FIRISHTA' ex 'POONA' REPORT Krh. No. 1362

For the CHIEF SHIP SURVEYOR and ~~CHIEF ENGINEER SURVEYOR.~~

In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement."—(Extract from Sub-Committee's Report, 24/5/92.).

CLASSIFICATION
ure of Survey..... When-due.....

IT IS SUBMITTED, that before this case receives the consideration of the Committee the Karachi Surveyor be requested to forward his report (Rpt. 8) on the Special Survey for Classification held on this vessel and to furnish particulars of the conversion work carried out.

He should verify the spacing of the rivets in the seams and butts of the shell plating, reported as being 3.6 inches, which exceeds that specified by the Admiralty for these vessels.

He should further be requested to state the diameter of the chain cable and to verify the particulars of tests applied, which are stated in the First Entry Report as "Statutory Test 15 tons and Breaking Test 8 tons" because if these are correct, the chain cables which broke under a test load of 8 tons are not acceptable, apart from the fact that the Statutory test load should have been 18 tons as required by the Secretary's letter 13.8.47.

The Surveyor should also be informed it is concluded an alternative means of steering is provided which is entirely independent of the main steering gear, but this should be confirmed and particulars furnished.

B.P.L.

5.11.48.

Airmail Krh

(also that machinery reports have not yet been received)



© 2021

Lloyd's Register
Foundation