Rpt. 9.

No. 1385

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

(Received at London Office 26 DEC 1949)

Date of writing Report 16. 11. 48 19 When handed in at Local Office 19 Port of KARACHI,

No. in Reg. Book. Survey held at Manora & East Wharf Date. First Survey 16, 1, 48 Last Survey 3, 11, 1948 (No. of Visits)

on the Machinery of the ~~Wood, Iron or~~ Steel Screw Steamer "FIRISHTA" (ex H.M.I.S Poona)

Tonnage { Gross 467 / Net 239 }
Nominal Horse Power 155
No. of Main Boilers 1
No. of Donkey Boilers
Steam Pressure— in Main Boilers 200 lb/sq.in.
in Donkey Boilers

Vessel built at Calcutta By whom Hooghly Doc & Eng. Co., When (Year. Month.) 1941
Engines made at Hepburn on Tyne By whom Whites Marine Eng Co., When 1941
Boilers, when made (Main) 1941 (Donkey)
Owners East & West Steamship Co., Owners' Address (if not already recorded in Appendix to Register Book.)
Managers Port Voyage
If Surveyed Afloat or in Dry Dock (State name of Dock.)

Last Report No. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
A 1		L M C.
With freeboard		
for Service between Karachi		
& Chittagong & the Persian Gulf		
Classification Contemplated.		

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

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and seriatim 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 anyone else? If so, by whom?

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

" " Donkey " " " ✓

If not, state for what reasons ✓ What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

The latest date of internal examination of each boiler 15. 10. 48 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 200 lb/sq.in.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? Yes

Has the shaft now been changed? No If so, state reasons ✓ Has the shaft now fitted been previously used? – Has it a continuous liner? –

Is an approved oil retaining appliance fitted at the after end? – State date of examination of Screw Shaft ✓ State the wear down in the stern bush Negligible Is electric light and/or power fitted? Light If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Did the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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

If Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

WORK DONE:- Vessel in Dry-dock, later afloat.
The propeller, sea fastenings & sea connection examined
The screw shaft, drawn, examined, found in good condition & replaced.
EXAMINED:- All Main engine Cylinders & pistons, Valves & Casings, rods, cross heads & guides, crank, thrust & intermediate shafts & all their bearings. The attached Air, feed & bilge pumps & independent circulating feed & general service pumps; the condenser (tested) & pumping arrangements.
The Oil fuel apparatus together with all its piping.
The Main Boiler together with all its mountings examined throught, tested to 350 lbs/sq.in hydraulic pressure; Safety Valves adjusted to 200 lbs/sq.in under steam.
The Main Steam Pipes, Steering gear Steam pipe & all Steam pipes to the Oil fuel apparatus together with all Auxiliary Steam pipes of 3 inches bore & greater tested to 350 lbs/sq.in. hydraulic pressure.

General Observations, Opinion, and Recommendation:—

(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, BS 9,11, B&MS 9,11 ✠LMC 9,11 or ✠LMC CS 3,24, 140 lb., FD, &c.)

The Machinery of this Vessel is eligible, in my opinion to be classed as contemplated with record of B. S. 10, 48 & notation L M C 11, 48 Screw Shaft (O. G.) Seen 9, 48.

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

Fee (per Section 29) Rs 552-0-0
Damage or Repair Fee (if any) (per Section 29.) £ : :
Travelling expenses (if chargeable) Rs : 10-0-0

Fees applied for 19
Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 13 MAY 1949

Signed LMC 11. 48
S(O.G.) 9. 48.

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