

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

(Received at London Office)

Date of writing Report 31 - 8 - 19 54 When handed in at Local Office 31 - 8 - 19 54 Port of Karachi
 No in Reg. Book Survey held at Karachi Date First Survey and Last Survey 10 - 2 - 19 54
 (No. of Visits 1)

on the Machinery of the ~~KINDY~~ Steel ^{TW. SC} m.v. "AL CHISHTI"
 Tonnage { Gross 1306 Vessel built at Stockholm By whom Sodra Varfvet Nya A.B.
 Net 722 Engines made at " By whom A/B Atlas-Dieser
~~XXXX~~ 350 MW Boilers, when made (Main) --- (Donkey) 1926
~~XXXX~~ Owners Muhammadi S.S.Co.Ld. Owners' Address ---
 No. of Main Boilers --- Managers ---
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat
 Steam Pressure --- (State name of Dock.)
 in Main Boilers --- Port Karachi Voyage
 in Donkey Boilers 120 1b

Last Report No. 2175. Port Koh.

Particulars of Examination and Repairs (if any) Part D.B.S.

(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?

" " Donkey " " " No.

If not, state for what reasons. Not Cleaned 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?

State latest date of internal examination of each boiler.

Present condition of funnel EFFICIENT.

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes No. To what pressure were they afterwards adjusted under steam? NOT ADJUSTED.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers? No.

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers? No.

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers? No.

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

Has shaft now been changed? Yes If so, state reasons Yes Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft. Yes State the wear down in the stern bush. Yes Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Not Tested.

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Now Done: Donkey boiler examined and 2 rivets in the furnace goose neck found leaking. The boiler was also found dirty and further cleaning and re-examination was recommended.

Note:- This vessel has now been sold for breaking up.

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 140 lb., FD, &c.)

CS 3,34

For the information of the Committee.

Survey Fee (per Section 23) Rs 100/-

Special Damage or Repair Fee (if any) £
 (per Section 23.)

Travelling expenses (if chargeable) Rs 7/-

Committee's Minute

Assigned

Fees applied for

Received by me,

FRIDAY 24 SEP 1954

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation