

5-MAY-1952

(Received at London Office)

No. 1903

Rpt. 8.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 30 - 4 - 52 19... When handed in at Local Office... 19... Port of... KARACHI,
 No. in Survey held at East Wharf & Manora Dry-Dock Date, First Survey 21 - 2 - 52 Last Survey 28 - 4 - 52
 Reg. Book. on the ~~Wood~~ Iron or Steel screw steamer "FORMA" (No. of Visits... 6)

TONNAGE :- Built at Calcutta By whom Garden Reach Workshop When 1941 MONTH
 GROSS 4707 Owners East & West Steamship Co., Owners' Address
 UNDER DK. Managers Port belonging to KARACHI
 NET 2343 in Dry-Dock

Surveyed Afloat or in Dry Dock? Afloat, / Name of Dock Manora Dry-dock Destined Voyage
 Cell DBor DBa feet; uE & B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.
 Only alterations in the existing records of tanks should be inserted.
 N.B.—All alterations in the existing records should be underlined.

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.	Machinery and Boiler Surveys (Including date of N.B., if any).
A	L.M.C.
with freeboard	
for towing services Coast of India, Persian Gulf & Chittagong (CLASS CONTEMPLATED)	
Society's Freeboard (if assigned) as painted on Ship and now verified } 8 ins.	

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey (First Entry).

Now Done: Vessel in dry-dock, Shell plating externally & rudder cleaned examined and recoated.

EXAMINED: Crew Spaces & spaces under, decks, engine and boiler spaces, under engines and boilers bunkers, Anchors & cables (ranged) chain locker, fore and after peak spaces, fore and after peak tanks internally, fresh water tanks internally, plating in way of side-lights, mast (no wedges) hatchways, covers, Ventilators and coamings, air & sounding pipes (striking plates fitted), Steering gear, hand steering gear, windlass, pumps W.T. doors, general equipment.

Spaces cleared, cleaned and scaled, ceilings and cement removed as required, steel work recoated and new cement laid.

(Contd....P.T.O.)

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Falred or Repaired								
Falred or Repaired in place ...								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good	Good	Good	Good	Good	Good	(State if on Felt.)
Caulking of Decks	Good	Cement	Good	Good	Good	When fitted, Month	Year
Coamings	Good	Rudder	Good	Good	Good	Boats	Good
Beams & Fastenings	Good	Steering gear and its connections	Good	Good	Good	Masts, Yards, &c.	Good
Outside Plating	Good	Windlass	Good	Good	Good	Condition, how ascertained	New
" " In way of sidelights	Good	Have pumps been examined and found efficient?	Yes	Good	Good	(State if wedges removed.)	
Frames	Good	Have Sluice Valves been examined and found efficient?	Yes	Good	Good	Equipment letter	
Reverse Frames	-	Have Watertight Doors been examined and found efficient?	Yes	Good	Good	Anchors, No. of 2 Bower	15 cut each
Longitudinals	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Good	Good	Cables (State if now ranged)	Yes
Transverses	-	Alr and Sounding Pipes	Good	Good	Good	" length 150 fm mean diamr.	3/6
Floors	Good	Doubling Plates under Sounding Pipes	Yes	Good	Good	" Rule length 135 fm size	1 3/16
Keelsons	Good			Good	Good	Chain Locker	Good
Stringers	-			Good	Good	Hawsers & Warps	Good
Inner Bottom Plating	-			Good	Good	Standing and Running Rigging	Good
Have the Tanks been examined internally?	See Rpt			Good	Good	Sails	-
Have the Tanks been tested?	See Rpt			Good	Good		

General Observations, Opinion as to Class, Recommendation, &c. :-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

The Vessel is eligible, in my opinion to be classed as contemplated with a record of

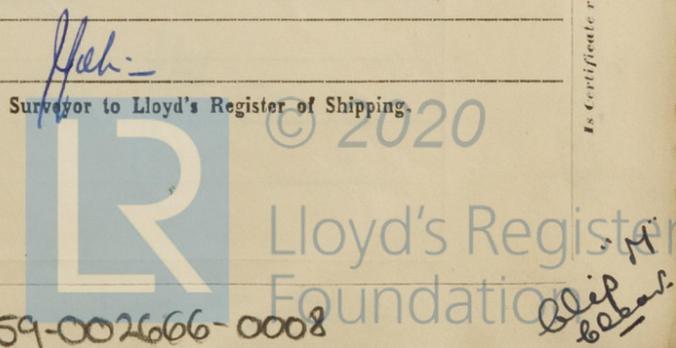
S.S. 4 - 52.

Last date D.D. 3.52.

Survey Fee (per Section 29)	£ - - -	Fees applied for,	
Special Damage or Repair Fee (If any) (per Sec. 29)	£ 64 - 0 - 0	Received by me,	
Travelling Expenses (If chargeable)	£ - - -		
Second Surveyor's Fee (If any)	£ - - -		

Committee's Minute

Character Assigned See minute on Koh. F.E. Rpt. 1898



If so, in the Report sent new, or when will it be sent?

The Surveys are requested not to write on or below the space for Committee's Minutes

Is certificate required? If so, to be sent to

TESTED: The fore and after peak tanks and all fresh water tanks to Rule Requirements.
 The hatch coamings built during conversion tested by hose.
 The Shell plating drilled.
 REPAIRS NOW DONE:
 Three bruises on the Shell plating each 4 to 8 inches long, about 1 inch wide and 1/32 inch deep apparently caused by the Asdic lifting gear built up by electric welding.
 REPAIRS DEFERRED: None

RESULTS OF DRILLING

STRAKE ORIG		FORD		AMID.		AFT	
SHEER	7/16"	P. .43	S. .43	P. .42	S. .43	P. .4	S. .42
E	7/16"	.42	.43	.42	.42	.41	.41
D	7/16"	.42	.43	.43	.43	.41	.41
C	7/16"	.40	.40	.41	.40		
B	7/16"			.42	.42		
KEEL	1/2"	.45		.5		.45	

B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
K.P.T403/1	1st Bower	15	0	0				17	0	0	0				Cast Steel	Burnside	Konachi
K.P.T403/2	2nd "	15	0	0				17	0	0	0				Stackless	Humbal	Port
	3rd "															Calcutta	Trust
	Collective Weight																
	Stream.....																
	Kedge.....																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.			
					Fathoms.	Ins.	Tons.	Tons.					
24633 6	75	1 5/16	23 3/8	38	114-0-2 97-3-0				135	1 7/16	STUD LINK		LOW WALKER 28-3-50
24637													
24465 6 9													
Iron Stream Chain or Steel Wire													8-12-49 R. J. LOSAN

See FE Qpk

Feb-

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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