

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

(Received at London Office)

5-MAY 1952

Date of writing Report 30-4-52 When handed in at Local Office 10 Port of KARACHI

No. in Reg. Book. Survey held at East Wharf & Manora Dry-Dock Date. First Survey 21-2-52 Last Survey 28-4-1952 (No. of Visits 8)

on the Machinery of the ~~Wreck, Iron or Steel~~ screw steamer "FORMA" (ex HMIN TRAVANCORE)

Tonnage { Gross 470.7 Vessel built at Calcutta By whom Garden Reach Workshop When 1941  
Net 234.3 Engines made at Renfrew By whom Lobnitz & Co., When 1941  
Nominal Horse Power 135 Boilers, when made (Main) 1941 (Donkey)  
Owners East & West Steamship Co. Owners' Address (if not already recorded in Appendix to Register Book.)  
No. of Main Boilers 1 Managers Port KARACHI Voyage  
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat & in Dry-Dock

Steam Pressure in Main Boilers 200 lb/sq. in. (State name of Dock.) 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		L.M.C.
for towing Services, Coats of India, Persian Gulf, & Chittagong.		
(CLASS CONTEMPLATED)		

Last Report No. Port 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.

On 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

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

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 21-2-52 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? Yes 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? No Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? No State date of examination of Screw Shaft 15-3-52 State the wear down in the stern bush. None Is electric light and/or power fitted? Light If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes

Is 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. 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. Survey completed

WORK DONE, Vessel Afloat

EXAMINED: The Boiler together with all its mountings throughout. All cylinders, pistons, Valves, casings, rods, crossheads & bearings; the crankshaft, thrust and intermediate Shafts and their bearings.

The Condenser The attached feed, bilge & Air pumps & independent feed & general service pumps throughout. The pumping arrangements The Steering gear throughout The electric installation The Windlass.

TESTED: All Main Steam & feed pipes and all auxiliary Steam pipes of 3 inches bore and greater & Steering gear steam pipe to 400 lb/sq.in hydraulic pressure. (Contd.....)

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.)

The Machinery of this Vessel is eligible, in my opinion to be classed as contemplated with the records of L.M.C 4-52 & B.S. 4-52 Screw Shaft O.G. seen 4-52.

Survey Fee (per Section 23) £ : : Fees applied for 19 Received by me, 19  
Special Damage or Repair Fee (if any) (per Section 23.) £ : :  
Travelling expenses (if chargeable) £ : :

Committee's Minute Assigned See manual on Koh. F.E. Rpt. 1898.



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

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

The Condenser

The boiler to 350 lb/sq.in. hydraulic pressure

All electrical circuits.

The Safety Valves adjusted to 200 lb/sq.in under steam.

IN DRY DOCK.

Examined. The Sea connections & sea fastenings.

The propeller and screw shaft and bush.

REPAIRS NOW DONE:

All steam, feed, scum & blow-down Valves on the boiler & all steam & exhaust Valves overhauled.

New Valves fitted to the Air, feed & bilge pumps.

The rubber sleeve of the screw Shaft oil retaining gland renewed.

REPAIRS DEFERRED: None.

SPARE GEAR. With the exception of the Spare propeller the Spare gear on board complies with the Rules Chapter "K" section 1.

The designed I. H.P. of the engines is stated to be 750 & the M.N. 135 in based on this.

*John*

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