

2 MAY 1960

Rpt. 9

Date of writing report 25.4.60 Received London Port Karachi No. 3086
Survey held at Karachi No. of visits 1 First date and Last date 31.3.60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 11526 Name S.S. "FRAVARTA" Gross tons 445 Date of build 1942
Owners East & West Steamship Co. Managers -- Port of Registry Karachi
Engines made 1942 By Lobnitz & Co. Type Recip. steam
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 1 W.P. 2001b
No. of Aux./Donkey Boilers -- W.P. --
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Docking
Was Damage Report issued? No Int. Cert. Yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
A-	LMC 3,56
10,59	MBS 8,59
S.S. 3,56	OG 9,58
	sps 3,56

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good Wear Down of Stern Bushes .022" Oil Glands Good Sea Connections Not exd
Fastenings Good Has Screwshaft Tubeshaft been drawn? No Date of Examination -- Has Shaft been changed? --
Has Shaft now fitted been previously used? -- Has Shaft now examined/fitted a continuous liner? -- Approved oil gland? --

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

Cyls., Covers, Pistons & Rods
Valves & Gears
Connecting Rods, Top Ends & Guides Side Centre
Crankpins & Bearings Side Centre
Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS
Cyls., Covers, Pistons & Rods
Connecting Rods & Top Ends
Crankpins & Bearings
Journals & Bearings
Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS
Cyls., Covers, Pistons & Rods
Connecting Rods & Top Ends
Crankpins & Bearings
Journals & Bearings
Levers

SCAVENGE BLOWERS
SUPERCHARGERS
MAIN TURBINES
Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
STEAM COMPRESSORS
CLUTCHES & HYDRAULIC COUPLINGS
REDUCTION GEARING
THRUST BLOCKS, SHAFTS & BEARINGS
INTERMEDIATE SHAFTS & BEARINGS
HOLDING DOWN BOLTS & CHOCKS
CONDENSERS (MAIN & AUX.)
STEAM RE-HEATERS
DE-SUPERHEATERS
TOP & MANOEUVRING VALVES
MAIN ENGINE DRIVEN PUMPS
CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now seen, is eligible in my opinion to remain as classed without fresh record.

Date of Committee TUESDAY 31 MAY 1960
Decision As now

