Rpt. 9.

No. 1439

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

(Received at London Office 20 MAY 1949)

Date of writing Report 5.4.49 19 When handed in at Local Office 19 Port of KARACHI.

No. in Reg. Book. Survey held at EAST WHARF, MANORA DRY DOCK Date. First Survey 18, 3, 49 Last Survey 4, 4, 1949 (No. of Visits 3)

on the Machinery of the ~~Wood, Iron~~ or Steel SCREW STEAM TUG "FRAVARTA" (ex H.M.I.S. KARACHI)

Tonnage { Gross 445 / Net

Nominal Horse Power 155

No. of Main Boilers 1

No. of Donkey Boilers

Steam Pressure— in Main Boilers 200 lbs/sq.in

in Donkey Boilers

Vessel built at BOMBAY By whom M/s ALCOCK ASHDOWN & CO When (Year. Month.) 1942

Engines made at By whom When 1942

Boilers, when made (Main) 1941 (Donkey)

Owners EAST & WEST STEAMSHIP CO., Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port KARACHI Voyage

If Surveyed Afloat or in Dry Dock Afloat & 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		L M C
for service Persian Gulf		
Coast of India & Chittagong		

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? ✓

Date latest date of internal examination of each boiler 1.4.49 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.i

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 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 18.3.49 State the wear down in the stern bush 0.01" Is electric light and/or power fitted? Light If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

NOW DONE:- Vessel in dry-dock, later afloat.

The propeller, sea connection " sea fastenings " examined.

The screw shaft drawn, examined, found in good order and replaced.

EXAMINED:- All Main Engine Cylinders, piston, Valves & casings, rods, crossheads & guides. The crank, thrust and intermediate shafts & all their bearings. The attached Air, bilge & feed pumps & independent circulating feed & general service pumps: the condenser (tested) and pumping arrangements.

The Boiler & all its mountings examined throughout tested to 350 lbs/sq.in hydraulic pressure. Safety Valves adjusted to 200 lbs/sq.in under steam.

The Main steam pipes, the steering gear steam pipe & all auxiliary steam pipes of 3 inch bore and greater tested to 350 lb/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 140 lb., FD, &c.) CS 9,34,

The machinery of this Vess l is eligible, in my opinion to be classed as contemplated with the record of B.S. 3,49 and the notation L.M.C. 3,49 & screw shaft (O.G.) seen 3,49.

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

Survey Fee (per Section 29) Screw shaft £ 110-0

Special Damage or Repair Fee (if any) (per Section 29.) £

Travelling expenses (if chargeable) £

Fees applied for 19

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 17 JUN 19

Assigned LMC 4,49
O.G. 3.49.
F.D.

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