Received at London Office 17 FEB 1949

Port of Karachi

t. 9.

No. 1423

EPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES & BOILERS

(Received at London Office 17 FEB 1949)

Date of writing Report 22, 1, 49 19 When handed in at Local Office 19 Port of KARACHI,

in Book. Survey held at MANORA DRY-DOCK Date. First Survey 8, 12, 48 Last Survey 22, 12, 1948 (No. of Visits 3)

on the Machinery of the ~~Wood, Iron~~ or Steel Screw Steamer "FRITHA"

Year, Month.

Vessel built at Calcutta By whom Hooghly Dock & Eng., Co., When

Engines made at Renfrew By whom Lobnitz & Co., When

Boilers, when made (Main) (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 In dry-dock (State name of Dock.)

ge { Gross 411 Net 239

inal Power { 150 IN

Main Boilers 1

Donkey Boilers

Pressure—

ain Boilers 200 lb/sq.in

nkey Boilers

Report No. Port

ticulars of Examination and Repairs (if any)

lical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules.) State clearly ause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. irs on account of Damage (the cause of which must be stated) should be separated from Repairs due her causes; and besides being detailed in the body of the report, should be briefly summarised at the of the report. State also the dates and initials of any letters respecting this case.

age cases where the Surveyor has not made a special damage report he is required to state whether he offered services for this purpose, and why they were declined

damage report made by any one else? If so, by whom?

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

urveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

s not done, state for what reasons ✓

t parts of the Boilers could not be thus thoroughly examined? ✓

t special means, in the absence of internal examination, were adopted by the eyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

st date of internal examination of each boiler 22.12.48 Present condition of funnel (s) Good

urveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lb/sq.in

Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? ✓

Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers? ✓

Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? ✓

screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

now been changed? No If so, state reasons ✓

haft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

of examination of Screw Shaft 8.12.48 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ✓

arts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Light

he Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

sulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? Yes

vey is not complete, state what arrangements have been made for its completion and what remains to be done Survey Complete

DONE:- Vessel in Dry-Dock

Propellers, sea fastenings & sea connections examined Screw shaft drawn & examined

INED:- The Main Engine Cylinders, pistons, Valves & casings, crossheads & guides; crank, thrust termediate Shafts & all their bearings. The main condenser (also tested). Circulating feed, air, e & general service pumps throughout.

The Main Boiler together with all its mountings examined throughout & Safety Valves adjusted under am.

The Electrical Equipment examined & tested.

TRS NOW DONE:- No repairs required as the machinery had been overhauled as part of the Classifi- ion survey.

eral Observations, Opinion, and Recommendations:—

te 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, B.S. 9,11, B.&M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

CS 3,34.

The Machinery of this Vessel is eligible, in my opinion to be classed as contemplated with e notation L M C 12, 48 & B S 12, 48.

Screw Shaft (O.G.) seen 12, 48.

y Fee (per Section 29) £ 552:0

al Damage or Repair Fee (if any) (per Section 29) £ : :

tling expenses (if chargeable) £ :20:0

Fees applied for 19

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

mmittee's Minute FRI. 13 MAY 1949

signed LMC 12 48.

12 48.

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

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

The Times of India Press, Bombay.

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