

COPY

LLOYD'S REGISTER OF SHIPPING

A/c No. 3386.

Port of HONG KONG.

16th July, 1957.

This is to Certify that

J.L.V. WHITTLE

the undersigned Surveyor to this Society did at the request of Lloyd's Agents, and with consent of the Owners, attend on board the S.S. "FIROZA", 4729 tons gross, of Karachi, whilst lying afloat in the Harbour, Hong Kong, on the 2nd July, 1957, and subsequently, for the purpose of ascertaining the nature and extent of damage stated to have been caused by heavy weather from the 25th to 28th June, 1957, in the vicinity of typhoon "Virginia", whilst proceeding from Osaka to Hong Kong.

Reference to the ship's log books disclosed that the ship was pounding and rolling heavily in a heavy swell during this period. For further particulars see log books.

The bottoms of the main engine driven salt water circulating pump and main engine driven bilge pump chambers were found to be holed, and the cast iron somewhat reduced in thickness. It was considered, in the opinion of the undersigned, that all the damage, as found, to these two pumps, was reasonably attributable to the alleged cause, having due regard to the fact that these pumps although in long service, did not fail until the vessel experienced heavy weather, and frequent racing of the Engine.

The various damages to the starboard boiler's rolling stay and shell frame in way, the main steam pipe, and main injection valve chest were also considered reasonably attributable to heavy weather.

Upon examination the following damage was found and repairs recommended without prejudice to the terms and conditions of insurance.

FOUND

1. Main Engine driven salt water circulating pump casting leaking due to hole at bottom of outlet chamber.

RECOMMENDED

Pump to be opened up and casting to be built up internally in way of hole with iron cement, reinforced with copper gauze wire.

(Contd. Sheet 2)

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society's Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, fault or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

FOUND

RECOMMENDED

1. (Contd.)

Cast iron division plate between suction and delivery valves broken away.

Gunmetal discharge valve plate fractured.

Externally to be enclosed with a cement box as far as practicable, about 6 inches high.

New mild steel division plate to be made, and efficiently bolted in place.

To be renewed.

2. Main Engine driven bilge pump ram chamber holed at bottom.

Pump to be removed for access together with adjacent sanitary and wash-deck pump. Hole in chamber bottom of bilge pump to be machined out to sound metal, and screwed plug to be fitted, additionally secured by bolted steel straps.

3. Main injection valve chest leaking slightly from its joint with the discharge pipe to the main condenser.

Discharge pipe to remove for rejoining.
(Note Subsequent removal of this pipe necessitated renewal of corrosion piece, replaced in mild steel (original cast iron).

4. Starboard boiler after outboard rolling stay broken, and shell frame in way of attachment palm in starboard wing bunker buckled on standing flange.

Stay to be renewed, and shell frame standing flange to be cropped and part renewed.
Forward rolling stay to be renewed as precautionary measure in view of possible strain at time of damage.

Main steam pipe from starboard boiler to main engine, leaking at aftermost flange.

Pipe to be repaired by re-brazing. Both main steam pipes then to be annealed, and tested to double working pressure. Also main steam pipe Y-piece to be similarly tested.
Note During the repair of the main steam pipe from the starboard boiler, it was found impossible to re-braze the aftermost flange due to porosity of the copper pipe in way of a previous repair. Accordingly, 12 inches of this pipe was cropped, the flange re-attached by brazing, and a short mild steel make-up length of solid drawn steel pipe made, tested to Rule requirements and fitted.

The foregoing recommendations were made with a view to placing the hull and machinery in the same good and efficient condition as before the alleged casualties occurred. All repairs have now been completed to my satisfaction. The repairs to the main engine driven salt water circulating pump have been made subject to being re-examined, and dealt with as necessary not later than twelve months time, with a view to being considered a permanent repair subsequently.

(Contd. Sheet 3).

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Bills for the foregoing repairs, carried out by The Taikoo Dockyard & Engineering Co. of Hong Kong Ltd., have not yet been submitted, but will be dealt with in the usual manner in due course.

(Signed) J. V. Whittla
Surveyor to Lloyd's Register.



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