

Rpt. 9

Date of writing report 6.8.57.

Survey held at Hong Kong.

Received London

23 AUG 1957

No. of visits 2

Port Hong Kong

No. 13694

First date 2.7.57.

Last date 11.7.57.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 60124 S.S. "FIROZA" Gross tons 4729 Date of build 11-1913
Name ~~XXXX~~ Owners East & West S.S. Co. Managers Stockton Port of Registry KarachiEngines made 1913 By Blair & Co., Ltd. Type
No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 2SB W.P. 180 lbs.

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Repairs (Dmg. & W. & T.)

Was Damage Report issued? Yes Int. Cert.? Yes

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull		Machinery	
BS	2,56	MBS	2,52
ssAnt	2,52	BS	8,55
		TS CL	1,55
		SPS	2,52
Lost Rudder - Class suspended 9,56.			

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 Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft Tubeshaft been drawn? 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 ~~XXXX~~)

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides Side
Centre4 Crankpins & Bearings Side
Centre

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS Bilge, good, Circulating. +

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? Yes
The boilers & machinery of this ship, so far as now surveyed, are in an efficient condition and eligible, in my opinion, to remain as classed in the Register Book without fresh record, subject to any outstanding conditions of class being dealt with as previously recommended, and subject to main engine driven circulating pump outlet branch being re-examined and dealt with as necessary by end of July, 1958.

Date of Committee

Decision

50m, 8,56. T. (MADE AND PRINTED IN ENGLAND.)

THURSDAY 10 OCT 1957

Noted
for
Header

Engineer Surveyor to Lloyd's Register of Shipping

J.L.V. Whittle

004107-004415-019/2
Lloyd's Register
Foundation

If certificate is required state where to be sent

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- 32 Essential Independent Pumps (Identify by position)
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
- 35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)
- 38 Independent Air Compressors, Coolers & Safety Devices
- 39 Air Receivers & Safety devices—Main 40 Auxiliary
- 41 Oil Fuel Tanks (Not forming part of hull structure)
- 42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?
- 44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

PROPULSION		ELECTRICAL EQUIPMENT	
PORT		STARBOARD	AUXILIARY EQUIPMENT
a Generators			1 Generators & Governors
b Exciters			
c Air Coolers			m Motors
d Motors			n Switchboards & Fittings
e Air Coolers			o Circuit Breakers
f Control Gear, Cables, etc.			p Cables
g Insulation Resistance			q Insulation Resistance
h Insulating Oil Test			r Steering Gear Generators and Motors
i Overspeed Governors			s Navigation Light Indicators
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN		AUXILIARY, DONKEY or PRESS
Superheaters		
Safety Valves		
Mountings, Doors & Fastenings		
Safety Valves Adjusted to	Sat. Spt.	
Boiler Securing Arrangements	Starboard boiler - Good.	
Main Economisers		Exhaust Gas Heated Economisers
Steam Heated Steam Generators		Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules?		Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?		Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main From p & s boilers - both good. (Hyd. test 360 lbs.) Auxiliary (over 3 in. bore) Good, under steam.

Were Copper Pipes annealed? Both main pipes, yes. Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

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.

FOUND

RECOMMENDED

1. Main Engine driven salt water circulating pump casting leaking due to hole at bottom of outlet chamber. Pump to be opened up and casting to be built up internally in way of hole with iron cement, re-inforced with copper gauze wire. Externally to be enclosed with a cement box as far as practicable, about 6 inches high.

Cast iron division plate between suction and delivery valves broken away. New mild steel division plate to be made, and efficiently bolted in place.

(Contd. next page)

Survey fees ...

Damage fee ... \$200.00
W. & T. Reps. ... 300.00
Expenses ... 35.00
S.F. ... 62.50

Date when A/c rendered ... 11th July, 1957.

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Port of

Hong Kong,

Continuation of Report No. 13694

dated

6th August, 1957, on the

Machinery of S.S. "FIROZA"

FOUND

RECOMMENDED

1. Contd.
Gummetal discharge valve plate fractured. 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 were 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 machinery in the same good and efficient condition as before the alleged casualties occurred, all repairs now having been completed satisfactorily.

It is recommended that the repairs to the main engine driven salt water pump be re-examined, and dealt with as necessary by the end of July, 1958, with a view to

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Contd.

being considered a permanent repair subsequently.

Wear & Tear Repairs :-

Now done :- Port boiler - leakages reported in low furnace combustion chambers. Examination disclosed several furnace throat attachment rivets and seven smoke tubes leaking slightly. Subsequently made tight with minor caulking and expanding only. Several other repairs of a minor nature dealt with.

Condition of Class :-

Nothing done at this time regarding ballast pump, same found to be working efficiently.

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