

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

6 DEC 1948

of writing Report 28.11.48 19 When handed in at Local Office 19 Port of Karachi

in Survey held at East Wharf, Manora D.D. Date, First Survey 16.1.48 Last Survey 16.11.48 19

Book (Number of Visits 10)

on the steel screw steamer FIRISHTA (ex HMIS POONA) Tons { Gross 467
Net 239

It at Calcutta By whom built Hockley Dock & Eng. Co Yard No. When built 1940

ines made at Hepburn - on - Tyne By whom made Whites Marine Eng Co Engine No. When made 1940

lers made at Paisley By whom made Craig & Co Boiler No. When made 1940

istered Horse Power 155 MN Owners East-West Steamship Co Port belonging to Karachi

Horse Power as per Rule 155 MN Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

le for which vessel is intended Coastal, Karachi and Chittagong & Persian Gulf.

INES, &c.—Description of Engines Triple Expansion, Inverted, 3 cranks

of Cylinders 13 3/8" ; 22 3/4" ; 38 1/2" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3 Revs. per minute 120

as per Rule 7.51

ck shaft, dia. of journals 7 7/8" Crank pin dia. 7 7/8" Crank webs Mid. length breadth 12 1/2" Thickness parallel to axis 5" ✓

as fitted 7 7/8" Mid. length thickness 5" ✓ shrunk Thickness around eye-hole 3 3/4" ✓

mediate Shafts, diameter as per Rule 7.25" Thrust shaft, diameter at collars as per Rule 7.613" as fitted 7 1/4" ✓

Shafts, diameter as per Rule 8.3" Is the { tube } shaft fitted with a continuous liner { no } ✓
as fitted 8 1/2" ✓ screw

ize Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the ✓
as fitted If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓

eller boss ✓

ie liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive ✓

o liners are fitted, is the shaft lapped or protected between the liners ✓ Is an approved Oil Gland or other appliance fitted at the after end of the tube ✓

Yes ✓ If so, state type Ferguson Bros Length of Bearing in Stern Bush next to and supporting propeller 3' 0 1/2" ✓

eller, dia. 8' 9" Pitch 9' 4" No. of Blades 3 Material Cast Iron whether Moveable No Total Developed Surface 30 sq. feet

t Pumps worked from the Main Engines, No. 1 ✓ Diameter 2 5/8" Stroke 12" Can one be overhauled while the other is at work ✓

e Pumps worked from the Main Engines, No. 1 ✓ Diameter 2 5/8" Stroke 12" Can one be overhauled while the other is at work ✓

d { No. and size One 3 1/2" suction Pumps connected to the { No. and size One 3 1/2" suction & I.M.E. tank ✓
ps { How driven Weis Steam Pump Main Bilge Line How driven Steam General Service ; Weis ✓

ast Pumps, No. and size See General Service Lubricating Oil Pumps, including Spare Pump, No. and size ✓

two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected both to Main Bilge Pumps and Auxiliary

e Pumps:—In Engine and Boiler Room 2 { 3 of 2 1/2" Bore ✓

Pump Room In Holds, &c. One of 2 1/2" connected to Main & Aux Pumps ✓

a Water Circulating Pump Direct Bilge Suctions, No. and size one of 7" bore Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, and size One of 2 1/2" ✓ Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes ✓

the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes ✓

all Sea Connections fitted direct on the skin of the ship. Yes ✓ Are they fitted with Valves or Cocks. Valves ✓

they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates. Yes ✓ Are the Overboard Discharges above or below the deep water line. Below ✓

they each fitted with a Discharge Valve always accessible on the plating of the vessel. Yes ✓ Are the Blow Off Cocks fitted with a spigot and brass covering plate. Yes ✓

it Pipes pass through the bunkers. None ✓ How are they protected. ✓

it pipes pass through the deep tanks. None ✓ Have they been tested as per Rule. ✓

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes ✓

he arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another. Yes ✓ Is the Shaft Tunnel watertight. Yes ✓ Is it fitted with a watertight door. Yes ✓ worked from Main Deck ✓

N BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 2606 sq. ft

ch Boilers are fitted with Forced Draft Main Boiler ✓ Which Boilers are fitted with Superheaters. None ✓

and Description of Boilers one Marine Multitubular Working Pressure 200 lb/sq. in ✓

A REPORT ON MAIN BOILERS NOW FORWARDED? Yes ✓

A DONKEY BOILER FITTED? No ✓ If so, is a report now forwarded? ✓

the donkey boiler be used for other than domestic purposes ✓

ANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

erheaters. General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

the spare gear required by the Rules been supplied. Yes ✓

the principal additional spare gear supplied.

The foregoing is a correct description.

Manufacturer.



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Lloyd's Register

012473-012482-0095

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts—Cylinders

16.1.48

Slides

16.1.48

Covers

16.1.48

Pistons

16.1.48

Piston Rods

16.1.48

Connecting rods

16.1.48

Crank shaft

16.1.48

Thrust shaft

16.1.48

Intermediate shafts

16.1.48

Tube shaft

✓

Screw shaft

16.1.48

Propeller

16.1.48

Stern tube

16.1.48

Engine and boiler seatings

16.1.48

Engines holding down bolts

16.1.48

Completion of fitting sea connections

16.1.48

Completion of pumping arrangements

1.6.48

Boilers fixed

✓

Engines tried under steam

14.11.48

Main boiler safety valves adjusted

14.11.48

Thickness of adjusting washers

P. 3/16" S 1/32"

Crank shaft material

✓

Identification Mark

✓

Thrust shaft material

✓

Identification Mark

✓

Intermediate shafts, material

✓

Identification Marks

✓

Tube shaft, material

✓

Identification Mark

✓

Screw shaft, material

✓

Identification Mark

✓

Steam Pipes, material

Steel

Test pressure

350 lb/sq. in.

Date of Test

1.6.48

Is an installation fitted for burning oil fuel

yes ✓

Is the flash point of the oil to be used over 150° F.

yes ✓

Have the requirements of the Rules for the use of oil as fuel been complied with

yes ✓

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

no ✓

If so, have the requirements of the Rules been complied with

✓

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with

no ✓

Is this machinery duplicate of a previous case

yes ✓

If so, state name of vessel

Except for Main Feed & Bilge Pump S.S. FATIMA

General Remarks (State quality of workmanship, opinions as to class, &c.

The engines were supplied to the Admiralty & are stated to have been built to Lloyd's requirements.

The workman ship is satisfactory and the engines are in my opinion eligible to be classed

The amount of Entry Fee

£

:

:

When applied for,

Special

£

:

:

19

Donkey Boiler Fee

£

:

:

When received,

Travelling Expenses (if any)

£

:

:

19

Date

FRI. 13 MAY 1949

Committee's Minute

Engineer Surveyor to Lloyd's Register of Shipping



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