

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

at Calcutta By whom built Hooghly 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 Revs. per minute 120

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

ck shaft, dia. of journals as per Rule 7.51 as fitted 7 7/8" Crank pin dia. 7 7/8" Crank webs Mid. length breadth 12 1/8" Thickness parallel to axis 5" shrunk Thickness around eye-hole 3 3/4"

mediate Shafts, diameter as per Rule 7.25" as fitted 7 1/4" Thrust shaft, diameter at collars as per Rule 7.613" as fitted 7 7/8"

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

ze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the

eller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

the 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

no 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

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

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

umps 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. ram 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 In Holds, &c. One of 2 1/2" connected to Main & Aux Pumps

Pump Room

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"

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

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

they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates 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 Are the Blow Off Cocks fitted with a spigot and brass covering plate

ut Pipes pass through the bunkers How are they protected

ut pipes pass through the deep tanks 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

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

partment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door 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

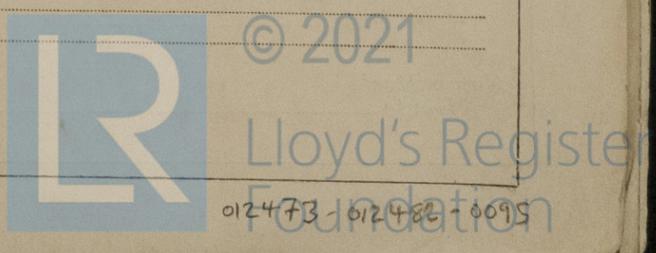
SPARE GEAR.

the spare gear required by the Rules been supplied yes

the principal additional spare gear supplied

The foregoing is a correct description.

Manufacturer.



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 4/32"
 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 S. 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

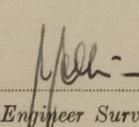
General Remarks (State quality of workmanship, opinions as to class, &c.)

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

The workmanship 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


 Engineer Surveyor to Lloyd's Register of Shipping

Certificate to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Committee's Minute



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