

WRECK SECTION

116 MAR 1960

Rpt. 9 Date of writing report 20th February, 1960

Received London No. of visits SIX

Port COLOMBO No. 4586 First date 31/1/60 Last date 13/2/60

Survey held at COLOMBO

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 42885 Name M.V. "DAI HATIM" Gross tons 460 Date of build 4-1949 Owners Gulf Steamship Ltd. Managers - Port of Registry KARACHI Engines made S.Fo. By Enterprise Eng. & Fdry. Co. Type Oil Engine 4SA 8Cy.

No. of Main Engines 1 No. of Screws 1 No. of Main Boilers - W.P. - No. of Aux./Donkey Boilers - W.P. - Surveyed Afloat or in Dry Dock Afloat. Nature of Survey REPAIRS. Was Damage Report issued? No Int. Cert.? Yes. Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Table with columns for Hull and Machinery. Hull: +100A1, DS 5/59, SS 11/59. Machinery: +LMC ES 1/59, TS OG 11/59.

3026 - Kch.

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, Fastenings, MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD, MAIN ENGINE DRIVEN AIR COMPRESSORS, MAIN ENGINE DRIVEN SCAVENGE PUMPS, MAIN TURBINES, EXHAUST STEAM TURBINES (WITH RECIP. ENGINES), STEAM COMPRESSORS, CLUTCHES & HYDRAULIC COUPLINGS, REDUCTION GEARING, THRUST BLOCKS, SHAFTS & BEARINGS, INTERMEDIATE SHAFTS & BEARINGS, HOLDING DOWN BOLTS & CHOCKS, CONDENSERS (MAIN & AUX.), STEAM RE-HEATERS, DE-SUPERHEATERS, STOP & MANOEUVRING VALVES, MAIN ENGINE DRIVEN PUMPS LUBRICATING OIL GOOD, CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now seen, is in good condition, eligible in my opinion, to remain as classed without fresh record of survey, subject to the main engine lubricating oil filter being repaired before the end of March 1960 and to any outstanding conditions of class being dealt with as previously recommended.

Date of Committee TUESDAY 29 MAR 1960 Decision As now subject

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If certificate is required state where to be sent.

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)

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

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 Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? 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)

Repairs:- The vessel's Master stated that during the past voyage, the main engine driven lubricating oil pump and also the independent driven main engine lubricating pumps had not been working satisfactorily.

Found:- (Main engine attached pump), clearance between gears and pump casing end plate .009", due to the use of thick jointing material.
Delivery valves and relief valves not seating due to dirt.
(Independent driven pump), pump gland drawing air.

Now Done:- Main engine attached pump valves ground in and gear end clearance reduced by means of suitable jointing material.
Independent driven pump, gland repacked.

On completion of repairs both pumps were tested under working conditions and found good.

Continued

Repair Survey fees Rs. 500.00

Damage fee

Expenses... .. Rs. 54.00

Sunday Fee Rs. 100.00

Date when A/c rendered. 20th Feb. 1960.

During the survey, it was noted that the filtering element in the lubricating oil filter had been removed and lost and a cartridge type element was made locally at this time and fitted. In order to clean the filter now fitted, it will be necessary to stop the main engine and the vessel's Master has been advised to obtain a filter in accordance with the original design on arrival at Karachi where the vessel is proceeding direct.

Recommended That the main engine lubricating oil filter be repaired before the end of March 1960. In the meantime considered efficient.

Surveyors KARACHI ADVISED.

N.A. Dawson

(N.A. DAWSON)

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.



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