

119 JUL 1965

Ship's Name SS/M/S "PAKISTAN PROSPERITY"

Gross tons

LR 526886

Is there a rpt. 8? No

Port Karachi

Rpt. No. KRH/863

No. of visits

First date

Last date

Interim Cert. issued
& copy herewith? YesDamage rpt. issued
& copy herewith?

Last rpt. (H.Q. only)

Date of
completing rpt.

Surveyed at, if different from Port above

Is a rpt. 9A
attached? Yes

MN

Nature of survey

Survey fees

Damage fee

Expenses

S.A. fee

DOCKING

Propeller

Sea connections

Oil gland

Fastenings

Wear down of stern bush

Has screw/tube
shaft been drawn?

Date of examn.

Has shaft been
changed?

Has shaft now fitted been previously used?

Has shaft now examined/fitted a continuous liner?

Approved oil gland?

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

~~XXXXXXXXXXXXXXXXXXXX~~(State if oil fired—OF
or exhaust gas—EG)

MAIN Port 18-6-65: good

Starboard 23-6-65: †

Air heaters

P & S: good

~~XXXXXXXXXX~~

Safety valves

P & S: good

Mountings, doors
and fastenings

P & S: good

Safety valves { Sat
adjusted to } ~~XXX~~P & S to 180 lb/inch²Boiler securing
arrangements

P & S: good

~~XXXXXXXXXXXXXXXXXXXX~~~~XXXXXXXXXXXXXXXXXXXX~~~~XXXXXXXXXX~~~~XXXXXXXXXXXXXXXXXXXX~~~~XXXXXXXXXX~~~~XXXXXX~~~~XXXXXXXXXXXXXXXXXXXX~~~~XXXXXXXXXXXXXXXXXXXX~~~~XXXXXXXXXXXXXXXXXXXX~~

Funnel good

Were oil burning system &
remote controls examined
in accordance with rules? Yes : good

I recommend that the machinery of this ship remain as classed with/without fresh record of

Please see Rpt. 9 A

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

MONDAY 16 AUG 1965

Minute

See Rpt 9a

(J. van Son)
Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

NOTED BY

CESR

SRL

POSTING

HEADER

CERT

Lloyd's Register
Foundation

004076-004083-0214 12

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; 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.

considered that re-examination or repairs should be made before that date a distinguishing mark thus † should be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it 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 repairs have been effected or it is

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a Generators		l Generators & governors	
b Exciters			
c Air coolers		m Motors	
d Motors			
e Air coolers		n Switchboards & fittings	
Control gear			
f cables, etc.		o Circuit breakers	
Insulation			
g resistance		p Cables	
Insulating		q Insulation resistance	
h oil test			
Overspeed		r Steering gear generators & motors	
i governors		s Navigation light indicators	
Magnetic			
j couplings			
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Port Boiler:

42 defective plain tubes¹⁴ centre tube nest renewed. On completion of repairs boiler examined under hydr. pressure and afterwards under steam. Found satisfactory.

Starboard Boiler:

Found:

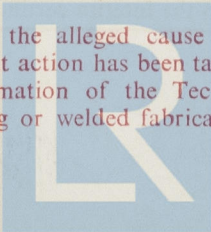
A number of defective plain and stay tubes in centre tube nest. Some stay tubes seal welded.

The centre furnace distorted and repaired at the 4th corrugate numbered from forward.

It was stated that this repair was carried out at Chittagong in March last when the furnace started leaking at the bottom in way of what on examination appeared to be a wasted spot. A patch of 4" x 6" x 5/16" was fitted by means of electric welding.

..... cont.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.



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Now done:

Centre furnace calibrated. Distortions found to be between $\frac{1}{8}$ " and $\frac{3}{4}$ ". The furnace specially examined at water side for pitting and/or wastage which were not found to be excessive. 36 plain tubes in centre tube nest renewed. Time did not permit to renew 6 defective stay tubes. These tubes have been stoppered.

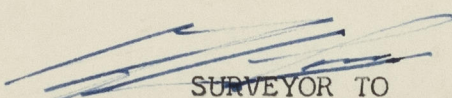
On completion boiler hydraulically tested to working pressure. Found tight. Deflections of centre furnace checked. Found negligible.

It is considered necessary and accordingly recommended that the Starboard Boiler centre furnace be re-examined (distorted and EW repaired) before the end of September, 1965 and the defective and seal welded stay tubes of Starboard Boiler centre tube nest ~~to~~ be renewed on arrival at Chittagong where now bound and before the end of July, 1965.

Furnace and tubes are considered efficient meantime.

The Chittagong Surveyor has been advised.

S.R.L. No.236: Centre Boiler remains out of use and the Owners have no intention for repairs.


SURVEYOR TO
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