

5. 11. 66

Ship's Name SS/MS "SAFINA-E-JAMHOORIYAT" Gross tons

Is there a rpt. 8? Port Dundee Rpt. No. 10398.

No. of visits First date Last date

Interim Cert. issued Damage rpt. issued Last rpt. (H.Q. only)  
& copy herewith? & copy herewith?

Date of completing rpt. Surveyed at, if different from Port above

Is a rpt. 9A attached? Yes MN Nature of survey Boiler Repair

Survey fees Damage fee Expenses

*Date entry made in RFD.*

*Surveyor's initials* 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

AUXILIARY, DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG)	MAIN	Starboard - O.F. - 8-3-66	each boiler.)
Air heaters		Examination of butt strap only +	
Superheaters		- internally & externally.	
Safety valves		Source of leakage not ascertained.	
Mountings, doors and fastenings		One length of steam pipe removed	
Safety valves { Sat adjusted to { Spt		and blank fitted to prevent further	
Boiler securing arrangements		use of boiler until repairs have been	
		completed.	
Main economisers		Exhaust gas heated economisers	
Steam heated steam generators		Steam generator safety valves adjusted to	
Forced circulating pumps		Funnel	
Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?		Were oil burning system & remote controls examined in accordance with rules?	

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

See Rpt. 9A

(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 GLASGOW 29 MAR 1966 (K. O. WILLIAMS)

Minute See Rpt. 9A

*K.O. Williams*  
 Surveyor to Lloyd's Register of Shipping  
 LLOYD'S REGISTER OF SHIPPING

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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 must 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?

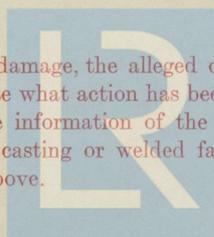
ELECTRICAL EQUIPMENT

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

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

+ Starboard Main Boiler - leakage at outer butt strap upper caulking edge at mid-length over 1½", strap and adjacent plate wasted ⅛" to 3/16". Examination externally whilst under pressure of 80 p.s.i. showed severe leakage. Internal examination carried out when all rivet heads local to defect were found sound. Inner butt strap crack detected adjacent to rivet heads in locality and no defects found. No evidence of caustic embrittlement. It is submitted that further non-destructive examination be made before repairs are put in hand. One length of steam piping has been removed and a suitable blank fitted so that the boiler cannot be steamed. The Chief Engineer states that it is intended to carry out repairs at Antwerp where bound, and there to complete MBS now due.

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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