

8. NOV. 1965

Ship's Name ~~SS/MX~~ "SAFINA-E-JAMHOORIYAT" LR 530490

Gross tons 6806 Port of Registry Karachi Port Karachi

Date of build 12/1940 Is there a rpt. 8? no Rpt. No. KRH/971

No. of visits 5 First date 28/9/65 Last date 7/10/65

Interim Cert. issued & copy herewith? yes Damage rpt. issued & copy herewith? -- Last rpt. (H.Q. only) NYK 64224

Date of completing rpt. 22/10/65 Surveyed at, if different from Port above --

Is a rpt. 9B attached? yes MN (669) Nature of survey M.E. repairs & Cond. of Class

Survey fees Rs 350/= Damage fee -- Expenses Rs 40/=

S.A. fee

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

- 1 Cyls., covers, pistons & rods
- 2 Valves & gears
- 3 Con. rods, cross-heads, bearings & guides centre Side
- 4 Crankpins & bearings centre Side
- 5 Journals & bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

- 6 Cyls., covers, pistons & rods
- 7 Con. rods, cross-heads & bearings
- 8 Crankpins & bearings
- 9 Journals & bearings
- 10 Coolers & safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

- 11 Cyls., covers, pistons & rods
- 12 Con. rods, cross-heads & bearings
- 13 Crankpins & bearings
- 14 Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

- 15 Casings, rotors, blading, bearings, & thrusts
- 16 Levers

- 17 Reduction gearing
- 18 Scavenge blowers
- 19 Superchargers

I recommend that the machinery of this ship remain as classed ~~xxx~~/without fresh record of survey and without the condition of class relating to the seal welded stays in centre and inboard combustion chambers of starboard boiler, subject to the main engine LP unit and its alignment being further examined and dealt with as found necessary by May, 1966, and to any other outstanding conditions of class being dealt with as previously recommended.

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

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

Date of Committee WEDNESDAY 24 NOV 1965

Minute

Deferred for ES (by 5.66) (subject)

FOR CHAIRMAN CLASSN. CITEE

ALSO FOR

SPL FOR

NOTED BY TRO CESR

SRL

POSTING

HEADER

CERT

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

20	Exhaust steam turbines (with recip. eng.)	21	Thrust blocks shafts & bearings		
22	Steam compressors	23	Intermediate shafts & bearings		
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)		
26	Steam re-heaters	27	Air ejectors (main & aux.)		
28	De-superheaters	29	Forced &/or induced draught fans		
30	Stop & manoeuvring valves	31	Holding down bolts & chocks	32	Detuner or vibration damper
33	Main engine driven pumps				

State
Port P. or
Starboard S.

34 Crankcase doors & explosion relief devices

35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)

36 Essential independent pumps

37 Bilge, ballast & oil fuel suction lines, fittings & controls

38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?

39 Fresh water coolers

40 Lub. oil coolers

41 Heaters (state service)

42 Feed water filters

43 Auxiliary air receivers & safety devices

44 Starting air pipes

45 Main air receivers & safety devices

46 Independent air compressors coolers & safety devices

47 Oil fuel tanks (not forming part of the hull structure)

48 Have all evaporators safety valves been tested under steam?

49 Evaporators HP & LP

50 Distillers

51 Fire extinguishing arrangements

52 Steering machinery

53 Windlass

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

It was reported that during the last voyage from New York to Karachi heavy knocking was sometimes noted in the LP cylinder. Indicator cards recently taken showed a satisfactory performance of the unit.

LP cylinder now opened up for examination. Found piston leaning heavily forward against the cylinder wall obviously due to misalignment.

Now done:

Alignment checked and rectified by adjusting the guide shoe and cross-head bearings. On completion engine tested working for approx. one hour with satisfactory results.

As in the time available the checking of alignment and the examination of the various parts could only be provisionally carried out it is recommended that the LP unit and its alignment be further specially examined and dealt with as found necessary by May, 1966.

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 also be reported above.

Identify
by
position.