

Ship's Name ~~SS~~MS "AL HUSAINI"  
LR 500757 Gross tons 7157

Is there a rpt. 8? NO Port CHITTAGONG Rpt. No. 947

No. of visits 3 First date 29.6.66 Last date 15.7.66

Interim Cert. issued  
& copy herewith? YES Damage rpt. issued  
& copy herewith? NO Last rpt. (H.Q. only) KRH 1189

Date of  
completing rpt. 18.7.66 Surveyed at, if different from Port above -

Is a rpt. 9A  
attached? NO MN (628) Nature of survey Boiler Examn.

Survey fees Rs. 350/= Damage fee Expenses Rs. 75/=

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.)

AUXILIARY, DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG) MAIN

Air heaters

Superheaters

Safety valves

Mountings, doors  
and fastenings

Safety valves { Sat  
adjusted to { Spt

Boiler securing  
arrangements

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  
survey, subject to the port and starboard boiler fire row tubes  
being specially examined and dealt with as found necessary  
upon arrival in Colombo where now bound or before 8.66, and to  
any further 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.)

Date of Committee

Minute

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

THURSDAY 18 AUG 1966

See Chob 179.

K.W.T. Elder (K.W.T. ELDER)  
Surveyor to Lloyd's Register of Shipping

Lloyd's Register  
Foundation

004471-004480-0280

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 Examina-  
tion. 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	
f Control gear cables, etc.		o Circuit breakers	
g Insulation resistance		p Cables	
h Insulating oil test		q Insulation resistance	
i Overspeed governors		r Steering gear generators & motors	
j Magnetic couplings		s Navigation light indicators	
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Port and Starboard Boiler Fire Row Tubes:

At the request of the Onwers Representative an examination was made of the Port and Starboard boiler fire row tubes.

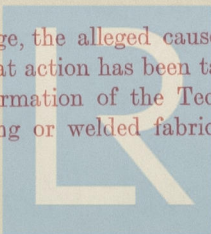
FOUND:

The fire row tubes of the port and starboard boilers were found to be badly pitted. It was stated that no suitable tubes were available in Pakistan and arrangements have been made for the tubes to be renewed upon arrival in Colombo where now bound.

The Port and Starboard boiler fire row tubes considered to be efficient meantime.

Colombo Surveyors informed.

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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