

2 May 1966

Ship's Name SS/MS "AL HUSINI" LR 500757 Gross tons 7157  
Is there a rpt. 8? Yes Port Jacksonville Rpt. No. 2919 2918  
No. of visits 3 First date Feb. 18, Last date Feb. 24, 1966  
Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only)  
Date of completing rpt. Apr. 15, 1966 Surveyed at, if different from Port above Tampa, Fla.  
Is a rpt. 9A attached? No MN Nature of survey Boiler Reps.  
Survey fees \$ 120.00 Damage fee Expenses \$ 52.00  
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 MBS (with date) upon completion of survey, subject to any conditions present attached to vessel's 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

NEW YORK

APR 27 1966

Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO  
CESRMG

SRL

POSTING

HEADER

CERT

Lloyd's Register  
Foundation

004677-004680-0296

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	
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 & Starboard Main Boiler: Chief Engineer reported loss of output of steam and also leaky tubes in both boilers.

Boilers shut down one by one and opened up for examination. Hydrostatic test showedma few leaky tubes in each boiler which were rolled tight.

Water sides of tubes were found heavily coated with hard scale. All tubes in both boilers turbined cleaned. Fire sides of boilers cleaned for examination and found satisfactory.

It is considered that water and fire sides of both boilers may be credited towards next main boiler survey.

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.