

-4. NOV 1966

Ship's Name SS/MX "AL HUSAINI"

Port KARACHI

Processing
Number: LR 500757

Gross tons 7157

Rpt. No. KRH/1294

Port of Registry KARACHI

Date of
build 1943

Is there a rpt. 8? YES

No. of visits 9

First date 2/9/66

Last date 8/10/66

Interim Cert. issued
& copy herewith? YESDamage rpt. issued
~~XXXX XXXX~~ NO

Last rpt. (H. Q. only)

Date of
completing rpt. 18/10/66

Surveyed at, if different from Port above -

Is a rpt. 9A
attached? YES

MN 622

Nature of survey D.S.T.S. & COND: CLASS

Survey fees

Damage fee

Expenses

Rs. 72/=

T.S. Rs. 300/=

COND: CLASS Rs. 300/=

S.A. fee

BOILERS OPENED UP AND EXAMINED. (Identify by position and state condition and latest date of internal examination of each boiler, economiser or steam generator)

AUXILIARY, DONKEY or PRESS

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

MAIN P & S

Air heaters -

Superheaters -

Safety valves -

Mountings, doors
and fastenings -Safety valves
adjusted to { Sat
Spt220 lb/sq. ins
205 " " "Boiler securing
arrangements -

Main economisers -

Exhaust gas heated economisers
and their safety valves -Steam heated
steam generators -Steam generator or
E.G.E. safety valves adjusted to -Fired boiler forced
circulating pumps -

Funnel -

Were oil burning system &
remote controls examined
in accordance with Rules? -Have saturated steam pipes in cylindrical boiler
smoke boxes been examined as required by the Rules? -

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply, namely, International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships
of 500 tons gross and above registered in the U.K.)I recommend that the machinery of this ship remain as classed with ~~without~~ fresh record of T.S.(CL) 9,66.
Subject to any Conditions at present attached to the vessel's
class being dealt with as previously recommended but without
Condition in respect of the boiler fire row tubes.(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

THURSDAY - 8 DEC 1966

see Rpt. 9A

(J.F. Crawford)

Surveyor to Lloyd's Register of Shipping

ALSO FOR

SRL FOR

TROD

SRL

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are to be cancelled; this need not be done when the machinery is
on a continuous survey basis. When any part has been hydraulic
ally tested the pressure should be stated. Engine parts when referred
to by numbers should be counted from forward.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". At part or complete
Special Surveys those items which are not applicable to the shipThe 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 re-examination or repairs should be made before

EXAMINATION AND TESTING OF STEAM PIPES (state material and test pressure and, if selected lengths, identify by position)

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

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

t Spare gear

u PASSENGER SHIPS Have the emergency source of power and its associated circuits and, where fitted,
the temporary source of power and its automatic arrangements been tested?

CARGO SHIPS Have the emergency source of power and its associated circuits been tested?

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

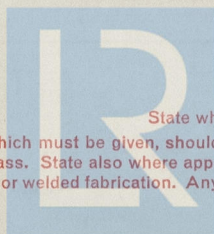
S.R.L. No.259

- 1) Propeller to be specially examined next drydocking.
- 2) P & S main boilers 4 ins fire row tubes to be specially examine and deal with as found necessary on arrival Karachi before end of 8,66.

NOW DONE
FOR COND:OF
CLASS

- 1) Propeller removed to works but facilities not available for carrying out repairs in the approved manner and therefore the propeller returned to vessel and refitted in preference to use of cast iron spare. The Chief Engineer stated that since the reported damage to propeller there has been no apparent vibration and the vessel's service speed is being maintained. In the circumstances, and as the vessel is likely to be dry-docked at Hongkong in the next 6 months, it is submitted that the present Condition be retained meanwhile.
- 2) All 4" fire row tubes in both boilers renewed. The boiler hydraulically tested to 250 p.s.i. to prove repairs and all found sound and tight.
The Safety Valves were adjusted to the lower pressure in accordance with the Owners request.

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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