

-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? YES Damage rpt. issued ~~Copy XXXXX~~ 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		220	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	-	
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 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.

*J.F. Crawford*  
(J.F. Crawford)  
Surveyor to Lloyd's Register of Shipping

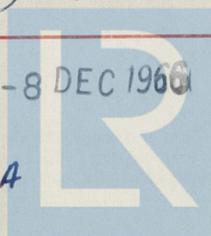
(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

THURSDAY - 8 DEC 1966

Minute

see Rpt. 9A



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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 hydraulically tested the pressure should be stated. Engine parts when referred to by numbers should be counted from forward.

that date a distinguishing mark thereon should 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 ship

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 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.



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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.