

Ship's Name ~~SS~~ 'AL HUSAINI' Port Colombo

Processing Number: LR 500757 Gross tons 7157 Rpt. No. 6179

Port of Registry Karachi Date of build 8 - 1943 Is there a rpt. 8? No

No. of visits 2 First date 27.7.66 Last date 29.7.66

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H. Q. only) CHE.947

Date of completing rpt. 30.7.66 Surveyed at, if different from Port above -

Is a rpt. 9A attached? No MN (628) Nature of survey Repairs

Survey fees Rs 240.00 Damage fee - Expenses Rs 18.00

S.A. fee -

11 AUG 1966

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

Port and Starboard †

Air heaters

Superheaters

Safety valves

Mountings, doors and fastenings

Safety valves adjusted to { Sat } { Spt }

Boiler securing arrangements

Main economisers

Steam heated steam generators

Fired boiler forced circulating pumps

Exhaust gas heated economisers and their safety valves

Steam generator or E.G.E. safety valves adjusted to

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 ~~XXX~~ without fresh record of Survey, subject to the port and starboard main boiler 4" furnace-row tubes, being examined and dealt with as found necessary on arrival at Karachi before the end of August, 1966, and to any conditions of class at present outstanding 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.)

Surveyor to Lloyd's Register of Shipping

(B. Borkett)

Date of Committee

THURSDAY 18 AUG 1966

Minute

CHE 8/8

ALSO FOR

SRL FOR

TRO

SRL

POSTING

HEADER

CERT

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 (rust) 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

with ~~high~~ / m - checked
referred for comp MBS
!subject)

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	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		
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.

Condition of Class

The Chief Engineer reported that whilst at Chittagong the Surveyor had recommended that the port and starboard main boilers 4" furnace row tubes, be renewed on arrival at Colombo.

4" tubes for this type of boiler are not available in Colombo.

The Chief Engineer also reported that during the voyage from Chittagong to Colombo heavy leakage had been noted in the starboard main boiler.

At this time the starboard main boiler was examined and heavy leakage in the expansions of the 4" tubes at the headers was noted, 24 tube ends in all leaking. All 4" tubes, back and front, have now been expanded, the boiler tested and found tight.

The port main boiler was examined under steam at this time and no leakage noted.

Condition of Class

Whilst the 4" furnace row tubes of the port and starboard main boilers are considered satisfactory meanwhile, in my opinion, these should be examined and dealt with as found necessary on arrival at Karachi and before the end of August.

Karachi Surveyors have been informed of this matter.

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.

