

Received London
21. MAR. 1966

Ship's Name **SSMS "AL HUSAINI"** Gross tons 7157
LR. 500757
Is there a rpt. 8? No Port Cadiz Rpt. No. 3910
No. of visits 7 First date 13-1-66 Last date 23-1-66
Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? Yes Last rpt. (H.Q. only) **CIB 4978**
Date of completing rpt. 28-2-66 Surveyed at, if different from Port above
Is a rpt. 9B attached? No MN Nature of survey Machinery Damage
Survey fees Damage fee Pts. 5,000 Expenses Pts. 200
" Rpt " 4,000 " 100 (Damg. Rpt.)
S.A. fee Pts. 875

24 MAR 1966

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

- 1 Cyls., covers, pistons & rods
- 2 Valves & gears
- 3 Con. rods, top ends & guides centre Side
- 4 Crankpins & bearings centre Side
- 5 Journals & bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

- 6 Cyls., covers, pistons & rods 7 Con. rods & top ends
- 8 Crankpins & bearings 9 Journals & bearings
- 10 Coolers & safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

- 11 Cyls., covers, pistons & rods 12 Con. rods & top ends
- 13 Crankpins & bearings 14 Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

- 16 Casings, rotors, blading, bearings & thrusts 15 Levers
- 17 Reduction gearing
- 18 Scavenge blowers 19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of survey subject to any outstanding condition 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.)

J. Marine
J. Marine.
Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

WEDNESDAY 30 MAR 1966

4 show, subject

FOR CHAIRMAN CLASSN. CITEE

004477-004480-0308 2

ALSO FOR

SPL FOR

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POSTING

HEADER

CERT

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

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20	Exhaust steam turbines (with recip. eng.)	21	Thrust blocks shafts & bearings		
22	Steam compressors	23	Intermediate shafts & bearings		
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)		
26	Steam re-heaters	27	Air ejectors (main & aux.)		
28	De-superheaters	29	Forced &/or induced draught fans		
30	Stop & manoeuvring valves	31	Holding down bolts & chocks	32	Detuner or vibration damper
33	Main engine driven pumps				
34	Crankcase doors & explosion relief devices			35	Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)

State Port P. or Starboard S.

36 Essential independent pumps

37	Bilge, ballast & oil fuel suction lines, fittings & controls	38	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?		
39	Fresh water coolers	40	Lub. oil coolers		
41	Heaters (state service)	42	Feed water filters		
43	Auxiliary air receivers & safety devices	44	Starting air pipes		
45	Main air receivers & safety devices				
46	Independent air compressors coolers & safety devices				
47	Oil fuel tanks (not forming part of the hull structure)				
48	Have all evaporators safety valves been tested under steam?	49	Evaporators HP & LP	50	Distillers
51	Fire extinguishing arrangements	52	Steering machinery	53	Windlass

Identify by position

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Main Engine Damage.

Stated that on the 13th. December 1965 while on voyage from Karachi to Puerto Rico via Port-Said and Ceuta a noise was heard in the HP. cylinder suspecting broken metallic packing.

Metallic packing opened up at Gibraltar and found in order and boxed up.

Also stated on the 8th. December 1965 at 0130 h. after leaving Gibraltar HP. piston rod started to get hot and metallic packings damaged.

Vessel proceeded to Cadiz for HP cylinder repairs.

Now Done.

HP. piston and piston rod and metallic packing dismantled

See Cont. sheet No 4

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 also be reported above.

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Ship's Name SS/MS "AL HUSAINI"
LR. 500757

Port Cadiz

Rpt. No. 3910

and found HP. cylinder bottom bronze bush slack in housing and fit surface protruded with centrepunch marks and excessive play with piston rod and heavy friction marks.

HP. piston rod metallic packing white metal segments heavily scored and distorted by heat.

Piston rod taken to shop and set in lathe and found bent approximately 10 mm. at centre and end cones approx. 4-5 mm. out of truth.

A new piston rod of tested material was made and new bottom neck bush fitted and metallic packing bronze segments as original fitted.

The HP. cylinder alternating parts were accurately aligned and the Main Engine satisfactorily tried in a short sea trial and all found satisfactorily.

Alasima

