

-7. MAR. 1966

Ship's Name SS/MS  
L.R. 500757.

" AL HUSAINI "

Gross tons 7,157 Port of Registry KARACHI Port GIBRALTAR.

Date of build 8.1.1943. Is there a rpt. 8? No Rpt. No. 4979.

No. of visits 9. First date 20.12.1965, Last date 6.1.1966.

Interim Cert. issued &amp; copy herewith? Yes Damage rpt. issued &amp; copy herewith? - Last rpt. (H.Q. only) KRH 1014

Date of completing rpt. 28.2.1966. Surveyed at, if different from Port above -

Is a rpt. 9B attached? No MN (628) Nature of survey Machinery defects.

Survey fees £40. 0. 0. Damage fee - Expenses £10. 0. 0.

S.A. fee -

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

1 Cyls., covers,  
pistons & rods

2 Valves &amp; gears

3 Con. rods, cross-  
heads, bearings  
& 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 & rods7 Con. rods, cross-  
heads & bearings8 Crankpins &  
bearings9 Journals &  
bearings10 Coolers &  
safety devices

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

11 Cyls., covers,  
pistons & rods12 Con. rods, cross-  
heads & bearings13 Crankpins &  
bearings14 Journals &  
bearings

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

16 Casings, rotors,  
blading, bearings  
& thrusts

15 Levers

17 Reduction  
gearing18 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 conditions of the ship's class being dealt with as previously recommended. DF

(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

Surveyor to Lloyd's Register of Shipping

TUESDAY 15 MAR 1966

As now subject

FOR CHAIRMAN  
CLASS. CTTEE

ALSO FOR

SPL FOR

TRO

SRL

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 thrust should 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



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		

State  
Port P. or  
Starboard S.

34 Crankcase doors & explosion relief devices	35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)
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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
51 Fire extinguishing arrangements	52 Steering machinery
	50 Distillers
	53 Windlass

Identify  
by  
position

## AUXILIARY ENGINES

## PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

The ship on a voyage from Port Said to Tampa Florida via Ceuta, in ballast, and it is stated that on the 12th December, 1965, knocking was heard coming from the two after intermediate shaft couplings and that the after plumber block holding down bolts were slack, the ship arrived in Ceuta for bunkers but due to lack of adequate repair facilities in that Port, the ship was directed to Gibraltar.

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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Port GIBRALTAR Rpt. No. 4979.

The ship arrived in Gibraltar at 11.45 hours on the 19th December, 1965.

I attended on the 20th December, 1965, when it was reported that the brickwork in the Starboard Main Boiler was also defective.

Upon examination, I found and recommended as follows:-

FOUNDRECOMMENDATIONS AND  
PERMANENT REPAIRS EFFECTED

Coupling bolts in  
two after intermediate shaft  
couplings removed.

Bolts and holes in coupling  
between tail end shaft and  
1st intermediate length  
(from Aft.) satisfactory,  
except one bolt which had to  
be burned out.

Satisfactory coupling bolts  
replaced and hardened up,  
one hole bored out and  
new coupling bolt made and  
fitted.

Bolts loose and chattered  
in holes in coupling and holes  
badly scored between 1st and  
2nd lengths of intermediate  
shafting (from Aft.)

Holes bored out,  
new coupling bolts made  
and fitted.

Both couplings crack detected  
by dye-check system.

No apparent cracks.



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Port GIBRALTAR Rpt. No. 4979.

FOUND

RECOMMENDATIONS AND  
PERMANENT REPAIRS EFFECTED

Bolts badly chattered.

After plumber block  
holding down bolts removed  
for examination.

New holding down bolts  
made and fitted.

STARBOARD MAIN BOILER

After fire door removed  
for examination of fire spaces  
and replaced on completion  
of repairs.

Brickwork on after,  
forward and rear side walls  
badly bulged and cracked,  
and hook bolts badly burned.

Damaged brickwork and  
refractory work removed,  
48 new hook bolts made and fitted,  
refractory and brickwork  
renewed as necessary.  
Approx.  $\frac{1}{2}$  area of after side wall,  
 $\frac{3}{4}$  area of forward side wall,  
 $\frac{1}{3}$  area of rear side wall.

EMERGENCY FIRE PUMP

Pump run on test.

No apparent suction.

Suction valve and filter  
removed and cleaned.



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0313  $\frac{3}{4}$



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Rpt. No. 4979.

FOUNDRECOMMENDATIONS AND  
PERMANENT REPAIRS EFFECTEDEMERGENCY FIRE PUMP (cont.)

Air pump vanes jammed  
and N.R. delivery valve  
stuck open.

Water end of pump removed ashore  
and opened up for examination.

Air pump air vanes freed  
and N.R. delivery valve released,  
pump parts re-assembled,  
returned on board ship and  
refitted.

Pump run on test.

Test - Satisfactory.

Repairs Commenced 20.12.1965. Completed 6.1.1966.

On completion of repairs and satisfactory tests,  
an Interim Certificate was issued accordingly and the ship  
continued on its intended voyage at 20.20 hours on the  
7th January, 1966.

*R. Clarke.*



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