

Rpt. 9A REPORT OF MACHINERY SURVEYS AND REPAIRS (ENGINES AND AUXILIARIES)

Received London

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

7. MAR. 1966

Ship's Name ~~SS/MS~~ " AL HUSAINI "
 L.R. 500757. Port of Registry KARACHI Port GIBRALTAR.
 Gross tons 7,157
 Date of build 8.1943. 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 & copy herewith? Yes Damage rpt. issued & 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 & 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 & rods 7 Con. rods, cross-heads & bearings
- 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, cross-heads & bearings
- 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 conditions of the ship's 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.)

Date of Committee

Minute

R. Clarke
 Surveyor to Lloyd's Register of Shipping

TUESDAY 15 MAR 1966

As now subject

FOR CHAIRMAN CLASSM. CTTEE

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 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



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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		

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?	
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39 Fresh water coolers	40 Lub. oil coolers
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41 Heaters (state service)	42 Feed water filters
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43 Auxiliary air receivers & safety devices	44 Starting air pipes
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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
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51 Fire extinguishing arrangements	52 Steering machinery	53 Windlass
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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.

Ship's Name SS/MS

" AL HUSAINI "

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

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.

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

No apparent cracks.

Coupling bolts in two after intermediate shaft couplings removed.

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

Holes bored out, new coupling bolts made and fitted.

Both couplings crack detected by dye-check system.



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Port GIBRALTAR

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FOUNDRECOMMENDATIONS 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

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

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

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

No apparent suction.

Pump run on test.

Suction valve and filter
removed and cleaned.



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FOUND

RECOMMENDATIONS AND PERMANENT REPAIRS EFFECTED

EMERGENCY 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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