

2 NOV. 1965

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

Gross tons 7157

Is there a rpt. 8? NO

Port CHITTAGONG

Rpt. No. 805

No. of visits 1

First date and

Last date 1.10.65

Interim Cert. issued
& copy herewith? YESDamage rpt. issued
& copy herewith? NO

Last rpt. (H.Q. only)

CAL 1925

Date of
completing rpt. 19.10.65

Surveyed at, if different from Port above -

Is a rpt. 9B
attached? NO

MN (628)

Nature of survey Prop. damage

Survey fees

Damage fee

Rs. 120/=

Expenses

Rs. 20/=

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, 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 & rods7 Con. rods &
top ends8 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 &
top ends13 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 the propeller being specially examined and dealt with as found necessary at the next dry docking, and to any outstanding conditions 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.)

Date of Committee

WEDNESDAY 24 NOV 1965

Minute

Deferred for comp MBS
(Subject)

Surveyor to Lloyd's Register of Shipping

FOR CHAIRMAN
CLASSN. CTTEE.

ALSO FOR

SPL FOR

NOTED BY
TRO
CESR

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 subject 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

Exhaust steam
turbines (with
recip. eng.)

20
Steam
compressors

24
Clutches & hyd-
raulic couplings

26
Steam
re-heaters

28
De-super-
heaters

Stop & manoeuv-
ring valves

33
Main engine
driven pumps

21
Thrust blocks
shafts & bearings

23
Intermediate
shafts & bearings

25
Condensers
(main & aux.)

27
Air ejectors
(main & aux.)

29
Forced &/or induced
draught fans

31
Holding down
bolts & chocks

32
Detuner or
vibration damper

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)

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

Identify
by
position

47
Oil fuel tanks (not forming
part of the hull structure)

48
Have all evaporators safety
valves been tested under steam?

Evaporators
49 HP & LP

50 Distillers

51
Fire extinguishing arrangements

Steering
52 machinery

53 Windlass

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Damage to propeller, date and cause stated unknown, first discovered whilst lying alongside the jetty at Chittagong on the 30th September, 1965.

Found: All four blades of bronze propeller turned over at the tips, one blade 6" down from tip, one blade 8" down, and 2 blades 10" down.

The Chief Engineer stated that the machinery has remained in good working order.

It is recommended that the propeller be examined and dealt with as found necessary at the next dry docking, meantime it is considered efficient.

SRL NO. 242: No items.

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.