

Ship's Name SS/MS= "YOUSUFBAKSH"
LR 539648

Gross tons

Is there a rpt. 8?

Port CHITTAGONG Rpt. No. 705

No. of visits

First date

Last date

Interim Cert. issued
& copy herewith?Damage rpt. issued
& copy herewith?

Last rpt. (H.Q. only)

Date of
completing rpt.

Surveyed at, if different from Port above

Is a rpt. 9A
attached?

YES

MN

Nature of survey

Survey fees

Damage fee

Expenses

S.A. fee

DOCKING

Propeller

Sea connections

Oil gland

Fastenings

Wear down of stern bush

Has screw/tube
shaft been drawn?

Date of examn.

Has shaft been
changed?

Has shaft now fitted been previously used?

Has shaft now examined/fitted a continuous liner?

Approved oil gland?

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of

AUXILIARY, DONKEY OR PRESS

(State if oil fired—OF
or exhaust gas—EG)

MAIN

PORT 23. 2. 65 GOOD

each boiler.)

CENTRE 28. 2. 65 GOOD

Air heaters

PORT & CENTRE GOOD

Superheaters

PORT & CENTRE GOOD

Safety valves

PORT & CENTRE GOOD

Mountings, doors
and fastenings

PORT & CENTRE GOOD

Safety valves { Sat
adjusted to { Spt

NOT ADJUSTED

NOT ADJUSTED

Boiler securing
arrangements

PORT & CENTRE GOOD

Main economisers

Exhaust gas heated economisers

Steam heated
steam generators

Steam generator safety valves adjusted to

Forced
circulating pumps

Funnel GOOD

Have saturated steam pipes in cylindrical boiler
smoke boxes been examined as required by the Rules? p&c
Yes GOODWere oil burning system &
remote controls examined
in accordance with rules? NO

I recommend that the machinery of this ship remain as classed with/without fresh record of

(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

TUESDAY 18 MAY 1965

Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO
NOTED BY
SRL

POSTING

HEADER

CERT

Lloyd's Register
Foundation

004642-004645-0053

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
thereof 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 Examina-
tion. Where repairs have been effected or it is

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

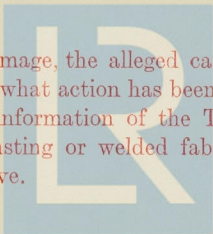
PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a Generators		l Generators & governors	
b Exciters			
c Air coolers		m Motors	
d Motors			
e Air coolers		n Switchboards & fittings	
Control gear		o Circuit breakers	
f cables, etc.			
Insulation		p Cables	
g resistance		q Insulation resistance	
Insulating		r Steering gear generators & motors	
h oil test		s Navigation light indicators	
Overspeed			
i governors			
Magnetic			
j couplings			
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

MBS: The Chief Engineer states that MBS will be completed on arrival at Bombay, to which port the ship is now bound, when the Starboard boiler will be submitted for survey, the safety valves of all boilers will be adjusted under steam and the oil burning & remote controls examined working. The Bombay Surveyors have been advised.

WEAR & TEAR REPAIRS: All smoke tubes in the Port & Centre Boilers renewed using tested materials. The relevant parts examined under hydraulic pressure on completion of repairs and found tight.

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.



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