

2 MAY 1965

Ship's Name **SS/MS "YOUSUFBAKSH"** Gross tons
 LR 539648
 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 each boiler.)

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 adjusted to							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	Were oil burning system & remote controls examined in accordance with rules?	Yes	GOOD			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

TUESDAY 18 MAY 1965

Minute

See Rpt 9A

Roe
 Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

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SRL

POSTING

HEADER

CERT

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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

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

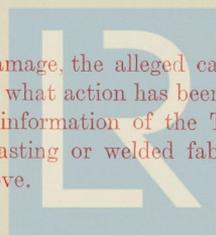
PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a Generators		l Generators & governors	
b Exciters			
c Air coolers		m Motors	
d Motors			
e Air coolers		n Switchboards & fittings	
f Control gear cables, etc.		o Circuit breakers	
g Insulation resistance		p Cables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