

14. MAY 1965

Ship's Name ~~SS/MS~~ "PAKISTAN PROMOTER"  
LR 526885

Gross tons 6812

Is there a rpt. 8? **yes**

Port Karachi

Rpt. No. KRH/800

No. of visits  
Interim Cert. issued  
& copy herewith?First date  
Damage rpt. issued  
& copy herewith?Last date  
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.)

~~XXXXXXXXXXXX~~ (State if oil fired—OF or exhaust gas—EG) MAIN **Forward 27/3/65 †**  
**Starboard 27/3/65 : good**

Air heaters

Forward &amp; Starboard : good

Superheaters

Starboard good. (Forward not fitted)

Safety valves

Forward &amp; Starboard : good

Mountings, doors  
and fastenings

Forward &amp; Starboard : good

Safety valves { Sat  
adjusted to { Spt

Starboard to 250 lb/sq.in.

Starboard to 255 lb/sq.in.

Boiler securing  
arrangements

Forward &amp; Starboard : good

~~XXXXXXXXXXXX~~~~XXXXXXXXXXXX~~~~XXXXXXXXXXXX~~~~XXXXXXXXXXXX~~~~XXXXXXXXXXXX~~~~XXXXXXXXXXXX~~~~XXXXXXXXXXXX~~Funnel **effective**

Have saturated steam pipes in cylindrical boiler **yes** Were oil burning system &  
smoke boxes been examined as required by the Rules? **good** remote controls examined  
in accordance with rules? **yes - good**

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

PLEASE SEE RPT.9A

(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

MONDAY 14 JUN 1965

Minute

See Rpt 9A.

.....(J. van Son).....  
Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

NOTED BY  
JH/MS  
SRL

POSTING

HEADER

CERT

Lloyd's Register  
Foundation

004684-004692-0377 1/2

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 thus † 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 to be in good condition, and the date of the next Periodical Examination 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.

S.R.L. NO.234:

Centre Boiler:

Auxiliary feed check valve chest renewed this time. The bronze valve chest which was not covered by a certificate specially examined and hydraulically tested to 2.5 times the working pressure and found to be sound and tight.

It is recommended that the condition of class relating to this valve chest be deleted.

As regards the overdue Screwshaft survey and the conditions of class attached thereto the Owners state that although the drydock was booked for December, 1964 this booking was cancelled by the Karachi Shipyard & Engineering Works on account of delay in arrival of the vessel at Karachi.

A later booking made for February was also cancelled by the Karachi Shipyard.

These statements have been verified and found to be correct.

The Owners further state that arrangements have been made to drydock the ship on return from her present voyage Karachi-Chittagong-Karachi,

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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Port Karachi

Rpt. No. KRH/800

by about the end of June, 1965 and requested accordingly for postponement of the Screwshaft Survey until that time.

Now done:

Wear down of sternbush checked. Found to be 7.5 mm. The propeller rubber seal ring gland studs examined and found to continue efficient.

As no statements were found in vessel's log books regarding abnormal stern gland leakage or vibration it is submitted that the Owners request for postponement of the Screwshaft Survey until the end of June, 1965 merits the favourable consideration of the Committee.

Starboard Boiler:

- 1<sup>o</sup> Found a considerable number of plain tubes wasted and in leaking condition. M1
- 2<sup>o</sup> Found wall thicknesses of main and auxiliary feed check valve chests insufficient after machining of valve seats. M2

Now done:

- 1<sup>o</sup> All plain tubes renewed. Boiler hydraulically tested on completion of repairs and afterwards examined under steam. Found satisfactory.
- 2<sup>o</sup> Main and auxiliary feed check valve chests renewed. The bronze valve chests which were not covered by certificate specially examined and hydraulically tested to 2.5 times the working pressure. Both valve chests were found to be sound and tight.

Forward Boiler:

- 1<sup>o</sup> Found approx. 25% of plain tubes in leaking condition and 75% of superheater elements inefficient. M1

Owners state that the defective plain tubes will be renewed when new tubes, which are at present on order, come to hand. No definite date of repairs is stated.

It is recommended that the boiler not be used until defective plain tubes have been renewed and its safety valves adjusted under steam.

- 2<sup>o</sup> The Owners further state that they do not intend to repair or to renew the superheater elements in forward boiler.

It is recommended that the notation in the Reg. Book regarding the boilers accordingly be amended.

Now done:

All superheater elements of forward boiler removed and suitable blank flanges to headers fitted.