

Ship's Name ~~SS/MS~~ "MANSOOR" LR 521968

Gross tons _____ Port of Registry Karachi Port Karachi

Date of build _____ Is there a rpt. 8? yes Rpt. No. KRH/1074

No. of visits _____ First date _____ Last date _____
Interim Cert. issued _____ Damage rpt. issued _____ Last rpt. (H.Q. only) _____
& copy herewith? _____ & copy herewith? _____

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

C.I. Propeller good Sea connections good Oil gland --
Wear down of stern bush Before relining 0.220"
(if relined, state clearance After " 0.060"
before and after)Fastenings good
Has screw ~~tube~~ shaft been drawn? yes Date of examn. 12/1/66: good

Has shaft been changed? no Has shaft now fitted been previously used? --

Has shaft now examined ~~check~~ a continuous liner? yes Approved oil gland? no

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

~~XXXXXX, Diesel XXXX, P&S~~ (State if oil fired—OF or exhaust gas—EG) MAIN Starboard boiler 8/1/66: † each boiler.)
Port boiler 11/2/66: good

Air heaters

P & S : good

Superheaters

P & S : good

Safety valves

P & S : good

Mountings, doors and fastenings

P & S : good

Safety valves { Sat
adjusted to { Spt

P & S to 220 p.s.i.

P & S to 225 p.s.i.

Boiler securing arrangements

P & S : good

~~Main condenser~~~~Exhaust gas heated room heaters and their safety valves~~~~Steam heated~~~~Steam room heaters~~~~Steam generator safety valves adjusted to~~~~Fixed~~~~circulating pumps~~

Funnel good

Have saturated steam pipes in cylindrical boiler P&S 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

Minute

Surveyor to Lloyd's Register of Shipping

TUESDAY 29 MAR 1966

Lloyd's Register
Foundation

ALSO FOR

SPL FOR

TRO

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 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

See Rpt 9A.

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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.

Wear & Tear Repairs to Starboard Boiler:

Found

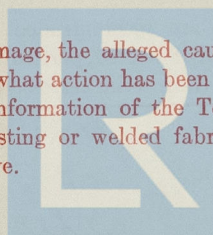
1⁰ The 1st stay tube (numbered from starboard) in lower row of centre tube nest welded the combustion chamber tube plate. The plate around this tube, the tube plate flange and wrapper plate locally wasted due to leakage of the defective tube end. The riveted tube/wrapper plate seam in way seal welded over a length of 8".

Now done:

Seal weld removed and wrapper plate drill tested. Thickness found satisfactory. Defective stay tube and 8 rivets from the tube/wrapper plate seam removed. Material of tube and wrapper plates carefully examined and found free from defects. Wastage of tube plate built up by welding. This welding repair was carried out by a qualified welder using suitable approved electrodes. The plate was gradually pre-heated before welding and chilling effects prevented. On completion of welding plate ground smooth. Rivet holes dressed up and counter sunk. Threads in tube hole re-tapped. A new stay tube and rivets fitted.

.....2

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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Found:

2^o Scale deposits on plain and stay tubes excessive. Attempts to remove the scale remained unsuccessful.

Now done:

All plain tubes renewed. The stay tubes scaled and further examined after removal of the plain tubes. All found good.

On completion of repairs boiler hydraulically tested to WP and subsequently examined under steam. Found satisfactory.

Propeller damage:

Damage to propeller stated sustained by contact with a pontoon mooring chain at Chittagong on 23rd October, 1965.

Found:

All four blades of the solid bronze propeller damaged as follows:

1st blade:

Cracked across over a length of 11" at half length of the blade. Depth of crack approx. 5/8 of blade thickness. Tip distorted over a length of 8".

2nd blade:

Cracked across over a length of 10" at half length of the blade. Depth of crack approx. 3/4 of blade thickness. Tip distorted and 5" missing.

3rd blade:

Tip slightly distorted.

4th blade:

Tip distorted and 6" missing.

This propeller rejected. Wear down of sternbush lining checked and found to be 0.220 inch.

Damage repairs now done:

Cast iron spare propeller fitted for which purpose the shaft drawn and examined together with sterntube & bush. These items found satisfactory. Shaft taper bedded in boss of spare propeller and subsequently shaft and propeller satisfactorily fitted. The sternbush lignum vitae lining, which was damaged in course of repairs, renewed.

Note: The identification marks on damaged and spare propellers were not legible.



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Port Karachi

Rpt. No. KRH/1074

S.R.L. No. 248:

- 1^o "General service pump sea suction valve chest to be renewed at the next drydocking and by 8/65"

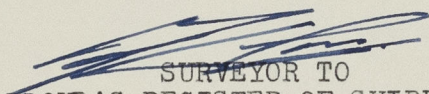
A new valve chest now satisfactorily fitted and it is, therefore, recommended that the condition of class in respect of the G.S. pump sea suction valve chest now be deleted.

- 2^o "Starboard boiler centre combustion chamber tube plate and wrapper plate to be specially examined and dealt with as found necessary on arrival at Karachi and the working pressure of this boiler not to exceed 150 p.s.i. meantime"

Starboard boiler centre combustion chamber tube plate and wrapper plate now dealt with under repairs. It is recommended that the EW repair now done be re-examined by May, 1966 and that assignment of fresh record MBS 2/66 be withheld meantime. It is submitted that the condition in respect of the limited working pressure of 150 p.s.i. now be deleted. The boiler is considered efficient meanwhile.

- 3^o "Propeller to be specially examined and dealt with as found necessary on arrival at Karachi"

Propeller now dealt with under damage repairs and it is, therefore, recommended that the condition of class in respect of the propeller be deleted.


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