

5 MAR 1966

Ship's Name SS/MS "SAFINA-E-JAMHOORIYAT"

Gross tons

Is there a rpt. 8?

Port Dundee

Rpt. No. 10398.

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

Boiler Repair

Survey fees

Damage fee

Expenses

Date entry made in RFD.

Surveyor's initials

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 Starboard - O.F. - 8-3-66

each boiler.)

Air heaters

Superheaters

Safety valves

Mountings, doors
and fasteningsSafety valves { Sat
adjusted to { SptBoiler securing
arrangements

Main economisers

Steam heated
steam generatorsForced
circulating pumps

Exhaust gas heated economisers

Steam generator safety valves adjusted to

Funnel

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

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

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

GLASGOW 29 MAR 1966

(K. O. WILLIAMS)

Minute

See Rpt. 9A

Surveyor to Lloyd's Register of Shipping

Lloyd's Register
Foundation

ALSO FOR

SPL FOR

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

00405 004410-0200

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?

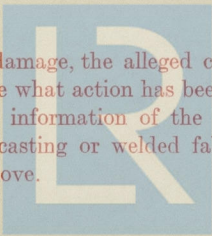
ELECTRICAL EQUIPMENT

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.

+ Starboard Main Boiler - leakage at outer butt strap upper caulking edge at mid-length over 1½", strap and adjacent plate wasted ⅛" to 3/16". Examination externally whilst under pressure of 80 p.s.i. showed severe leakage. Internal examination carried out when all rivet heads local to defect were found sound. Inner butt strap crack detected adjacent to rivet heads in locality and no defects found. No evidence of caustic embrittlement. It is submitted that further non-destructive examination be made before repairs are put in hand. One length of steam piping has been removed and a suitable blank fitted so that the boiler cannot be steamed. The Chief Engineer states that it is intended to carry out repairs at Antwerp where bound, and there to complete MBS now due.

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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