

Ship's Name ~~SS/MS~~ "MANSOOR" Gross tons 4551
LR 521968
Is there a rpt. 8? NO Port CHITTAGONG Rpt. No. 815
No. of visits 4 First date 22.10.65 Last date 8.11.65
Interim Cert. issued & copy herewith? YES Damage rpt. issued & copy herewith? YES Last rpt. (H.Q. only) KRH 819.
Date of completing rpt. 9.11.65 Surveyed at, if different from Port above -
Is a rpt. 9A attached? NO MN 333 Nature of survey Boiler Repairs & Propeller damages.
Survey fees Damage fee Expenses
Rs. 350/= Rs. 80/= 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

Air heaters
Superheaters
Safety valves
Mountings, doors and fastenings
Safety valves { Sat adjusted to { Spt
Boiler securing arrangements
Main economisers Exhaust gas heated economisers
Steam heated steam generators Steam generator safety valves adjusted to
Forced circulating pumps 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 survey subject to the starboard boiler centre furnace back tube plate and wrapper plate, and propeller being examined and dealt with as found necessary on arrival at Karachi, where now bound via Chalna, the starboard boiler pressure meantime not to exceed 150 p.s.i., and to any outstanding conditions of class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

MONDAY 13 DEC 1965

As now, subject

FOR CHAIRMAN
CLASS. CLERK

ALSO FOR

SPL FOR

NOTED BY

CSR

POSTING

HEADER

CERT

004887-004892-0249 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 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.

Boiler Repairs:

Attended on board at request of Owner's representative. Starboard Boiler, Centre Furnace, Back Tube plate badly wasted in way of bottom outboard stay tube, and one wrapper plate rivet head badly eroded. Adjacent areas of wrapper plate wasted.

Now Done:

Temporary repairs effected by building up tube plate in way of stay tube and rivet hole. 2 rivets and 15 smoke tubes renewed.

The Owner's representative requested that permanent repairs be deferred until the ship arrives at Karachi, where now bound via Chalna. The temporary repairs being considered efficient meantime, the Owner's proposal for deferment, in my opinion, merits the favourable consideration of the Committee, the boiler pressure meantime being reduced to 150 p.s.i. The Karachi Surveyors have been advised.

Propeller Damage: stated to have been sustained by contact with the pontoon mooring chain, whilst changing berths from No.15 Jetty, Chittagong to Buoy No.1, at 09.45 hours, 23rd October, 1965.

FOUND: All four blades of bronze propeller damaged as follows:

(1) tip of blade turned over 6" down x 17" long and fractured along the bend; (2) tip of blade broken off 6"x17" long; (3) tip of blade broken off 4"x13" long (4) tip of blade slightly turned and torn in one place over 2" and leading edges slightly waved from tip to 36" down.

The Owner's representative proposes that repairs be carried out in dry dock at Karachi, where now bound. The propeller being considered efficient meantime, in my opinion, the Owner's proposal merits the favourable consideration of the Committee.

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.

Ship's Name SS/MSX "MANSOOR"

Port CHITTAGONG Rpt. No. 815

The Karachi Surveyors have been advised.

SRL NO. 243: The Chief Engineer states that the General Service Pump sea suction valve chest continue satisfactory and will be dealt with in dry dock at Karachi towards the middle of December, 1965.

SRL Appendix No. 16: No items.

Roll

