

22. FEB. 1967

Ship's Name ~~MS~~ 'ALTIS' Port Colombo

Processing Number: LR 501296 Gross tons 7253 Rpt. No. 6303

Port of Registry Famagusta Date of build 6 - 1941 Is there a Rpt. 9? Yes

No. of visits Four First date 31.1.67 Last date 3.2.67

Cert. B issued & copy herewith? Yes Damage rpt. issued & copy herewith? Yes Last rpt. (H.Q. only) CAH 2501

Date of completing rpt. 11.2.67 Surveyed at, if different from Port above -

Safcon Cert. (ST) issued & copy herewith? No If surveyed in D.D. last date of examination 3.2.67

Has a Load Line Survey been held? Drydock Summer freeboard as verified -

State which additional Rpt. 8 is attached: (Cont); (A); (DR); (EQ); (Rig) (Cont.)

Survey fees	Damage fee	Expenses
Rs 273.00	Rs 105.00	Rs 27.00
		S.A. fee -

I have surveyed the above-named ship in accordance with the Rules for Docking and Damage Survey.

Damage 1.

Damage to the hull alleged to have been caused by grounding at Masbate on 3rd October, 1965, and to refloating after this grounding on 7th October, 1965.

Damage 2.

Damage to the hull, time and cause not stated.

Damage 1Grounding

The damaged shellplating and the temporary repairs in way of No. 2 starboard double bottom tank, reported on Lloyds Agent and Lloyds Register of Shipping Surveyors' reports of October, 1965, have been examined and are considered satisfactory until the Special Survey is carried out in June, 1967.

Damage 2FoundShellplating, Port Side

Strake 'F', indented between frames, from frame No. 103 to 106.

Recommended

Strake 'F' to be cropped and renewed, from between frames Nos. 102 and 103 to between frames 106 and 107.

continued

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. I recommend, therefore, that this ship remain as classed with ~~XXXX~~ fresh record of dry docking. 2/67 now, subject to

the indented shellplates H 18 & J 17, starboard side aft, and strake 'F' port side, between frames Nos. 103 & 106 and to the bottom plating in way of No. 2 starboard double bottom tank being permanently repaired at the Special Survey, before the end of June, 1967, and to any conditions of class at present outstanding 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

TUESDAY 21 MAR 1967

(B. Borkett)

Minute

832.67, subject
AS 2.67
(TS record withheld)

Write down limits Hm + 2m

B. Borkett (3)

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

004194-004199-0323 1/2

†Condition		†Condition	
Shell plating	†	*Hatchways	Good
Sternframe	Good	*Ventilators & air pipes	Good
Rudder	Good	*Casings	Good
Was rudder lifted?	No	*Fiddley openings	Good
Plating, etc. in way of shell openings	Good	*Skylights	Good
F.P. spaces	-	*Flush deck scuttles	-
Chain locker	-	*Deckhouses & companionways	Good
A.P. spaces	-	*Superstructures	Good
Engine space	-	*Side, bow & sterndoor	-
Boiler space	-	*Side scuttles & deadlights	Good
Under E. & B.	-	*Ash shoots, etc.	-
Coal bunker	-	Scuppers, discharges & valves	-
Tunnel & well	-	Guard rails & bulwarks	Good
Duct keel	-	Freeing ports	Good
Cement, asphalt, etc., on btm. shell	-	Gangways & lifelines	-
Weather decks	Good	Fittings & appliances for timber deck cargoes	-
Sounding pipes with doublers under	-	Means of escape:	-
		(a) machinery spaces	-
Windlass	Good	(b) crew and passenger spaces	-
Masts & standing rigging	-	(c) spaces in which crew normally employed	-
Hand pumps & suction	-	Communications between:	-
		(a) bridge & eng. room	-
W.T. doors	-	(b) bridge and alternative steering position	-
Fire equipment	-	Steering control systems (main and alternative)	-
Other items:		Helm indicator	-
Nos. 1 & 5 Holds Internally ; Good		Protection of aft steering wheel & gear	-
		Steering arrangements (main)	Good
		" " (aux.)	Good

†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 Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

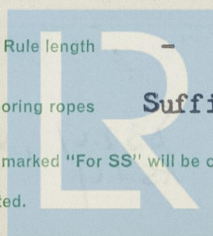
At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

EQUIPMENT:

Equipment letter	at	Cables	State if ranged	Not
Fee ltr., if diff. from eqpt. ltr.			Length on board	-
Anchors: No. on board	3B		Mean dias. range from	- to
			Rule length	- Dia.
			Mooring ropes	Sufficient

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

*These items to include their closing appliances, repairs and renewals of which should be reported.



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Ship's Name ~~MS~~/MS 'ALTIS'

Port Colombo

Rpt. No. 6303

Found

Bilge keel, port side, set up slightly, from forward to frame No. 103, approximately 20 ft.

Recommended

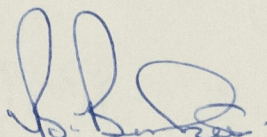
Bilge keel to be removed, faired and refitted, from forward to frame No. 103.

All repairs have been deferred until the Special Survey in June, 1967.

Condition of Class

The indented shellplates H18 & J17 starboard side aft and the temporary repairs to the bottom in way of No. 2 starboard double bottom tank have been examined and are considered efficient meanwhile, but in my opinion, these should be permanently repaired at the Special Survey before the end of June, 1967.

The indented shellplating in strake 'F' port side, between frames Nos. 103 to 106 are considered efficient meanwhile, but in my opinion, these should be permanently repaired at the Special Survey before the end of June, 1967.



(B. Borkett)
Surveyor to Lloyds Register of Shipping.



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