

4 NOV. 1966

Ship's Name SS/~~XX~~ "AL HUSAINI" Port Karachi
 Processing Number: LR 500757 Gross tons 7157 Rpt. No. KRH/1294
 Port of Registry Karachi Date of build 1943 Is there a Rpt. 9? yes
 No. of visits 14 First date 2/9/66 Last date 8/10/66
 Cert. B issued & copy herewith? yes Damage rpt. issued & copy herewith? no Last rpt. (H.Q. only) c/o 6179
 Date of completing rpt. 26/10/66 Surveyed at, if different from Port above --
 Safcon Cert. (ST) issued & copy herewith? -- If surveyed in D.D. last date of examination 19/9/66
 Has a Load Line Survey been held? yes Summer freeboard as verified

8 NOV 1966

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

Survey fees Damage fee Expenses Rs 112/= S.A. fee
 D.S. Rs 300/=
 Repairs Rs 350/=
 Cond. Class Rs 425/=

I have surveyed the above-named ship in accordance with the Rules for Docking, Conditions of Class and Grounding.

S.R.L. No. 259:

- 1) Bower anchor (reported placed on board Baltimore 3/65) to be coupled up and verified with test certificate at the earliest opportunity.
- 2) 30 fathoms chain cable (placed on board Baltimore 3/65) to be replaced by cable of Rule size and test at the earliest opportunity.
- 3) Indented shell plating in 1st & 2nd strakes below sheer (S) in way after end of No.1 T.D. to be specially examined and dealt with as found necessary next drydocking.
- 4) Wasted rudder trunk plating to be specially examined and dealt with by 10/65.
- 5) Repairs to fractures in shell plates G.2 (p&s), G.3 (p).
- 6) Indented plates in 3rd strake below sheer at after side of E.R. and Forward Deep Tank (s).

EQ/A - PDA - X

.....2

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/without fresh record of dry docking. 9/66. Without Condition in respect of 30 fathoms p.s. anchor cable and wasted rudder trunk plating but subject to wasted shell plates p.s. D.3, D.4 & D.5 (in way No.4 hold bilge) and bilge brackets (temporary repaired) to wasted shell plates p.s. H.2 & H.4 and s.s. F.3, G.3 & G.4 all from aft. To set up bottom shell plates (grounding) C.3 C.4, B.6, B.7, A.9 & A.10 s.s. and C.3, C.4, B.6, A.9 & A.10 p.s. all being specially examined and dealt with as found3

(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

(J.F. Crawford)

Date of Committee

THURSDAY - 8 DEC 1966

Minute

OS 9.66 subject (h+m)

TS 9.66(3)

W. J. M. MBS

004477-004480-0273 1/5

FOR CHAIRMAN CLASSN. CTTEE.

ALSO FOR

SPL FOR

TRO

SRL

POSTING

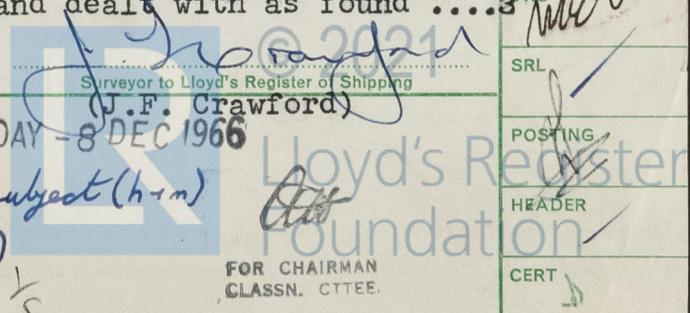
HEADER

CERT

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

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

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



†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	not examined	*Flush deck scuttles	--
Chain locker	good	*Deckhouses & companionways	good
A.P. spaces	not examined	*Superstructures	good
{ Engine space	in part exam - satisfactory	*Side, bow & sterndoors	--
{ Boiler space		*Side scuttles & deadlights	good
Under E. & B.	not examined	*Ash shoots, etc.	--
Coal bunker	" "	Scuppers, discharges & valves	good
Tunnel & well	" "	Guard rails & bulwarks	good
XXXXX		Freeing ports	open rails
Cement, asphalt, etc., on btm. shell	" "	Gangways & lifelines	--
Weather decks	good	Fittings & appliances for timber deck cargoes	--
Sounding pipes with doublers under	in part exam'd - good	Means of escape:	
Windlass	good	(a) machinery spaces	good
Masts & standing rigging	not examined	(b) crew and passenger spaces	good
Hand pumps & suction	" "	(c) spaces in which crew normally employed	good
W.T. doors	good	Communications between:	
Fire equipment	good	(a) bridge & eng. room	good
Other items:	--	(b) bridge and alternative steering position	good
		Steering control systems (main and alternative)	good
		Helm indicator	good
		Protection of aft steering wheel & gear	--
		Steering arrangements (main)	good
		" " (aux.)	good

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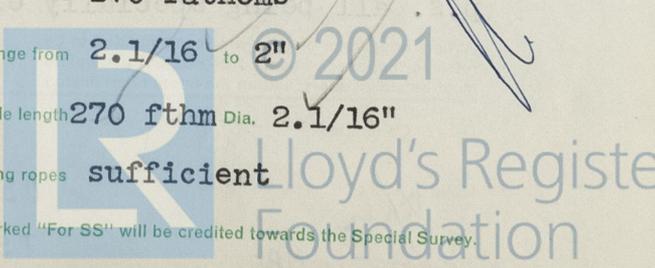
At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

EQUIPMENT:

Equipment letter	at 2.1/16	State if ranged	yes
Fee ltr., if diff. from eqpt. ltr.	--	Length on board	270 fathoms
Anchor: No. on board	3B	Mean dias. range from	2.1/16" to 2" 2021
		Rule length	270 fthm Dia. 2.1/16"
		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.



Ship's Name ~~SS~~ "AL HUSAINI" LR 500757

Port Karachi

Rpt. No. KRH/1294

S.R.L. No.259: (Contd.)

- 7) To set over sheerstrake and stringer angle on round of poop.
- 8) Temporary repairs to fracture in shell plating in way deep tank top in No.1 hold (P).

Items 5,6,7 & 8 all to be dealt with next drydocking.

Now done:For Conditions
of Class

- 1) We are still endeavouring to sort out the equipment for this vessel with certificates (Same reported lost by Agents at Chittagong during emergency). Submitted item be retained meanwhile.
- 2) Two new lengths of cable fitted but the certificates have been lost, also at Chittagong, where cable had been placed on board from "AL AHMADI".

It is submitted that the item be deleted. We have asked the Owners to make application for duplicate certificates which can be endorsed on receipt.
- 3) Nothing done at this time, plating continues efficient meanwhile.
- 4) Noted new plating already fitted, however welded attachment had failed at point adjoining p&s brackets and E.W. made good, plating also doubled locally. It is submitted entry be deleted.
- 5) As the Pakistan Naval Authorities required use of drydock the "AL HUSAINI" was refloated before completion of repairs and the plating therefore remains subject. As a precautionary measure G.2 further doubled locally. The class is being made subject to other plating in the vicinity being dealt with before end of March 1967. The plates in question being p.s. H.2 & H.4 and s.s. F.3, G.3 & G.4 also plates in way No.4 hold bilge p.s. D.3, D.4 & D.5.
- 6) Nothing done at this time, all remains efficient
- 7) meanwhile and it is submitted entry be retained.
- 8)

GROUNDING Alleged sustained in transit Suez Canal April, 1966.

Noted starboard shell plates C.3, C.4, B.6, B.7, A.9 & A.10 and port side plates C.3, C.4, B.6, A.9 & A.10 all set up slightly but there was no apparent leakage and from an internal examination of the E.R. for'd cofferdam no buckling of internals.

The Owners asked that any repairs be deferred until the Special Survey and this request, in my opinion, merits favourable consideration.

Ship's Name ~~SS~~ "AL HUSAINI" LR 500757

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At this time the vessel was also examined with a view to giving the Owners an indication of repairs likely to be necessary at the Special Survey. A good deal of scaling of wind and water strakes was carried out also internal structure, principally tween deck plating and shell in way and test holes were drilled to enable a fair assessment to be made.

W & T Repairs Now Done:

Port side shell plates F.2,3,17,18 & 19 renewed.

Starboard shell plate F.5 renewed.

Port side shell plate F.7 doubled locally on account external wastage.

Starboard side shell plate E.8 doubled locally on account external wastage.

(It is submitted both be accepted as permanent repairs).

Starboard spurling pipe doubled at connection to top of chain locker.

Port spurling pipe renewed.

Port hawse pipe (holed) doubled locally.

A number of scupper pipes in tween deck found wasted and renewed.

Cement chocks and limber boards removed for inspection and all made good on completion.

Several wasted air and sounding pipes part renewed.

Temporary Repairs Now Done:

No.4 hold port bilge brackets and inner surface of shell plating in way noted severely wasted as a result of the corrosive effects of earlier cargoes. Alternative bilge brackets doubled to provide adequate strength and lower part of bilge space filled with cement, 9 to 12 inches as a precautionary measure. Satisfactory arrangements made for drainage from forward to aft. The plates involved are D.3, D.4 and D.5 and same have been made a subject of class to be dealt with before the end of March 1967.

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RECOMMENDATIONS (Contd.)

necessary at the next drydocking and before the end of March 1967. Subject also to all other Conditions at present attached to the vessel's class being dealt with as previously recommended.

Lloyd's Register
Foundation
SURVEYOR TO
LLOYD'S REGISTER OF SHIPPING

0273 5/5

Ship's Name SS/MS "AL HUSAINI"

Port KARACHI

S.S. (C) Due 9,67

Rpt. No. KRH/1294

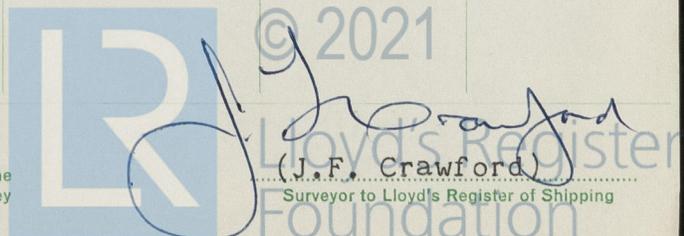
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Holds & 'Tween Decks:		†Condition	Tanks:	†Condition	Tested
			(See illustrations in Register Book)		
No. 1	Hold	Satisfactory	F.P. tank		
"	'Tween decks	-do-	A.P. tank		
			D.B. tanks & c/dams		
No. 2	Hold	Satisfactory			
"	'Tween decks	-do-			
No. 3	Hold	Satisfactory			
"	'Tween dks	-do-			
			O.F. bunkers		
No. 4	Hold	†			
"	'Tween decks	Satisfactory			
No. 5	Hold	†			
"	'Tween decks	Satisfactory	Settling tanks		
No. 6	Hold	-	Deep tanks		
"	'Tween decks	-	Side tanks		
	Cargo battens	Complete	Other tanks:		
	Ceiling, etc	-			

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



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004477-004480-0273^{5/5}

RPT. 1 (EQ)
RPT. 8 (EQ)

Ship's Name S.S. "AL HUSAINI"

Port KARACHI

Fee letter if different from equipment letter -

Rpt. No. KRH/1294

Equipment letter a † 2 1/16^{S.Q.} Equipment numeral

When anchors or cables are supplied or retested, the following particulars are required:

ANCHORS

Where and when tested and by whom	Number of Certificate	Anchor	Weight			Approved design	Makers
			Cwt. or	qr. kg.	lb.		
		Bower (1)				If Patent, state name of Patentee	
		Bower (2)					
		Bower (3)					
		Collective Weight					
		Stream					

CHAIN CABLES

Where and when tested and by whom	Number of Certificate	Length and size supplied		Grade and whether stud or short link	Makers
		Length	Diam.		
		Fathoms or Metres	In. or mm.		
L.P.H.	14089	15 2	1/16	STUD LINK	
CARDIFF	14090	15 2	1/16		
Stream, wire or chain			Circ.		

TOWLINES, MOORING ROPES AND CAST STEEL ANCHOR HEADS

TOWLINE AND MOORING ROPES				CAST STEEL ANCHOR HEAD DROP TEST			
Item	Length	Circ. or Diam.	Material	Maker's Name	Certificate No.	Surveyor's Initials	Date of Test
	Fathoms or Metres	In. or mm.					
Towline				BOWER (1)			
Mooring ropes				BOWER (2)			
				BOWER (3)			
				STREAM			
				KEDGE			

Are weights (including component parts of anchors) & tests of equipment now supplied in accordance with Rule requirements? -

Have test certificates of new or retested equipment (now supplied) been checked and endorsed? NO

Are joining shackles of the lugless type fitted? NO

J.F. Crawford
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(J.F. CRAWFORD)
Surveyor to Lloyd's Register of Shipping

Note:—Where anchors or chain cables are lost or condemned and renewed the corresponding test certificates should be cancelled by the Surveyors and returned to Head Office.

Owners are endeavoring to make application for certificates and if still unsuccessful will be made for duplicates.