

23. AUG. 1965

Ship's Name ~~SS/MS~~ "AL HUSAINI"
LR 500757 Gross tons 7157
Is there a rpt. 9? YES Port CHITTAGONG Rpt. No. 773
No. of visits 4 First date 25.7.65 Last date 31.7.65
Interim Cert. issued & copy herewith? YES Damage rpt. issued & copy herewith? YES Last rpt. (H.Q. only) KKH 843
Date of completing rpt. 4.8.65 Surveyed at, if different from Port above -
Surveyed afloat and/or in D.D. AFLOAT Last date of examination in D.D. -
Has a Load Line Survey been held? NO Freeboard Marks verified -

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

Survey fees

Damage fee

Expenses

Rs. 320/=

Rs. 45/=

S.A. fee Rs. 200/=

I have surveyed the above ship in accordance with the Rules for

DAMAGE:

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

Damage stated to have been caused by

(1) contact with S.S. "OCEANIC CLOUD" whilst entering Chittagong Port at 06.53, 23.7.65.

Bulwark on starboard bow and side shell plating starboard side in way of bosun's store and No. 1 Tween Deck set in buckled & torn, including frames & bulkhead in way.

(2) date & cause unknown.

Side shell plating, starboard side, at forward end of deep tank in No. 4 Hold and after end of Engine Room, including frame & bulkhead in way.

F O U N D:

Damage (1). All damage on starboard bow.

Bulwark plate buckled, twisted and torn in parts over 36 feet from after side of bow fairlead fitting to bulwark break including 7 stays and cap bar in way; top of sheer strake plates in way set over and bent; 6" air pipe and 4" filling pipe snapped off at deck.

PTO

I recommend that this ship remain as classed with/without fresh record of dry docking, subject to the buckled and indented bulwark plates, sheer strake plates and plates in strake below sheer, and collision bulkhead in way, at the forward starboard side, and indented plates, third strake below sheer, at the after starboard side engine room and forward starboard deep tank, and buckled bulkhead in way, being examined and dealt with as found necessary on arrival at Calcutta where now bound, 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.)

Date of Committee THURSDAY 14 OCT 1965

Minute

(A. ROSS)
Surveyor to Lloyd's Register of Shipping

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004477-004480-0340

ALSO FOR

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action 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

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

Ship's Name SS/MSK "AL HUSAINI"

Port CHITTAGONG Rpt. No. 773

Damage (1) (Contd);

Sheer strake plates KP17 at forward end of No. 1 Tween Deck set in and indented from forward butt to frame 156½, including frames, beam knees, and bottom brackets in way.

Plate J17, strake below sheer, in way of No. 1 Tween Deck, bosun's store and paint locker split over 3½' above welded doubling plate and set in over remainder of length including frames in way.

Top corner of collision bulkhead buckled over 11 feet depth, 4½' wide at top and 2' wide at bottom, including side boundary angle in way.

Sheer strake plate KP18 and adjacent plate below, KP20, set in and buckled, including frames and beam knees in way; 4 deck beams immediately forward of collision bulkhead buckled over outer 3'; deck immediately forward of collision bulkhead, in bosun's store buckled over 2'x1'.

Forward end of plate J16 in No. 1 Tween Deck, and adjacent plate JE3 in strake below, partly in No. 1 Tween Deck and partly in No. 1 Hold slightly set in including frames in way.

Windlass portside secondary shaft bent near pinion.

Damage (2). All damage at starboard side.

Side shell plates, 3rd & 4th strake below sheer set in at seam between G7 and F7, between frames 66 & 68, including frames in way; generator flat margin plate buckled over 2'x1'.

Divisional bulkhead between engine room and No.4 Hold deep tank buckled over 5'x1½'.

Permanent Repairs now effected:-

Windlass portside secondary shaft straightened and windlass examined working and found satisfactory.

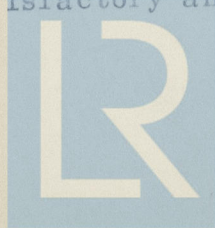
Temporary Repairs now effected:-

Substantial cement box fitted in the bosun's store and in No. 1 Tween Deck in way of split plate, after drilling the extremities of the crack.

Because of lack of repair facilities in this port permanent repairs have been deferred until the ship arrives at Calcutta to which port it is now bound. The temporary repairs are considered efficient meantime.

The Calcutta Surveyors advised.

SRL NO. 238: The Master states that the 30 fathoms of chain cable placed on board in Baltimore is 2½" dia., instead of 2" required by the rules, and that the large cable will not fit the windlass cable lifter. He was unable to state what arrangements the Owners are making for placing cable of the correct size on board. The indented shell plating in the 1st & 2nd strake below sheer at the after end of No. 1 Tween Deck and the repairs of to fractures to shell plates G2 & G3 were said to continue satisfactory and would be dealt with at the next dry docking.



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