

London

COPY

LLOYD'S REGISTER OF SHIPPING

NO. 475.



Port CHITTAGONG,

4th August, 1965.

This is to Certify that

A. ROSS,

the undersigned Surveyor to this Society did at the request of Messrs. James Finlay & Co. Ltd., Lloyd's Agents, Chittagong, and with the consent of the Master attend on board the S.S. "AL HUSAINI" 7157 gross tons of KARACHI whilst lying afloat at Chittagong on the 25th July, 1965, and subsequently for the purpose of ascertaining the nature and extent of (1) damage stated to have been caused by contact with S.S. "OCEANIC CLOUD" at 06.53 hours, 23rd July, 1965, whilst entering Chittagong port, and (2) damage date and cause unknown.

For further particulars see log books.

In respect of damage (1) it was stated that the ship was entering the "Karnafuli River" when it was overtaken by the S.S. "OCEANIC CLOUD" which made contact with its starboard bow. The damage is to the starboard side bulwark plating, side shell plating in way of bosun's store, paint locker, No. 1 Tween Deck & No. 1 Hold, including frames, beams and collision bulkhead. In the opinion of the undersigned the damage may reasonably be attributed to the alleged cause. Damage (2) is to the starboard side shell plating at the after end of the engine room and forward end of the No.4 Hold Deep tank, including bulkhead.

Upon examination the following damage was found and repairs recommended without prejudice to the terms and conditions of insurance.

F O U N D:

DAMAGE (1): All damage on starboard side. Bulwark plate buckled & twisted, and torn in parts, over 36 feet from after side of bow fairlead fitting to break, including 7 stays and cap bar in way.

Top of sheerstrake plates in way of damaged bulwark set over and bent.

6" dia. air pipe and 4" dia. filling pipe snapped off.

Forward mooring pipe, 12" dia., broken.

One section of 3 tier handrails bent.

R E C O M M E N D E D:

To renew.

To fair.

To renew above deck.

To renew.

To fair.

Contd.....2.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committee is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgement, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

(Rpt. 10)

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F O U N D:RECOMMENDED:DAMAGE (1) CONTD:

Sheerstrake plate KP17, in No. 1 Tween Deck, set in and indented from forward butt to frame 156½; frame Nos. 157, 158, 159, 160 & 161, beam knees; Nos. 158, 159, 160 & 161 and bottom brackets Nos. 158 & 159, all in way, bent & twisted.

Bottom bracket No. 160 bent.

Strake below sheer, plate J17, in No. 1 Tween Deck, bosun's store and paint locker split over 3½ feet above welded doubler and set in over remainder.

Upper 8 feet of frame No. 156 in No. 1 Tween Deck and beam knee bent.

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

Bosun's store: 1st & 2nd stiffeners in on collision bulkhead bent.

Deck beams Nos. 163, 165, 166 bent over outer 3½ feet.

Deck beam No. 164 over outer 3 feet.

Beam Knees Nos. 163, & 165 badly buckled.

Beam knees Nos. 164, 166 bent.

Sheerstrake plate KP18 badly set in from after butt to frame 166½.

Plate KP20, below KP18, badly buckled overall.

Frames 163, 164, 165, 166 badly bent and twisted.

Frame 167, 168 bent.

Deck from collision bulkhead buckled.

Plate J16 in No. 1 Tween Deck, forward end from frame 155, and adjacent plate JA3 in strake below, partly in No. 1 Tween Deck and No. 1 Hold, forward end set in from frame 154, including frames in way.

WINDLASS.

* Port side secondary shaft slightly bent near pinion.

To renew.

To fair.

To crop and part renew between frames 161½ and 163½, remaining plate to fair.

To fair.

To renew.

To remove & fair.

To remove & fair.

To crop & part renew.

To renew.

To remove & fair.

To crop & part renew.

To renew.

To renew.

To fair.

To crop & part renew 2'x1'.

To fair.

To remove & straighten.

It was also stated that the rear furnace wall of the starboard boiler was observed to be cracked and sagging subsequent to the casualty, but no opportunity was given the undersigned to examine this.

F O U N D:RECOMMENDED:DAMAGE (2):

At aft starboard side of engine room at level of generator platform and in way of divisional bulkhead between engine room and No. 4 Hold deep tank -

Side shell plates set in at seam G7 and F7 between frames 66 and 68, including frames in way.

Margin plate of generator flat in way (badly wasted) buckled.

To fair.

To renew 2'x1'.

Contd.....3.

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S.S. "AL HUSAINI"

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NO. 475

F O U N D:

RECOMMENDED:

DAMAGE (2) CONTD:

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

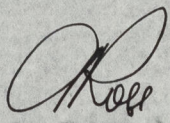
To crop and part renew.

* Item marked thus satisfactorily repaired.

Temporary Repairs now effected:

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

The foregoing recommendations were made with a view to
placing the hull in the same good and efficient condition as before
the alleged casualty occurred, and repairs have been deferred,
except where otherwise stated, to be dealt with at Calcutta to
which port the ship is now proceeding, because of lack of local
repair facilities.


(A. ROSS)
SURVEYOR TO LLOYD'S REGISTER,
CHITTAGONG.

Fee ... Rs.330/=.





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