

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Ship's Name ~~SS/MS~~ "AL HUSAINI"  
 (L.R. 500757) Port of Registry KARACHI Port Baltimore, Md.  
 Gross tons 7157  
 Date of build 8-1943 Is there a Rpt. 9? No Rpt. No. 12784  
 No. of visits 4 First date March 18, 1965 Last date March 29, 1965  
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) HAM 14375  
 Date of completing rpt. Surveyed at, if different from Port above No  
 Surveyed afloat and/or in D.D. Last date of examination in D.D. -  
 Has a Load Line Survey been held? No Summer freeboard as verified -

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

Survey fees - Damage fee \$125.00 Expenses \$20.00

S.A. fee \$ -

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

I have surveyed the above-named ship in accordance with the Rules for Fractures in the port and starboard side shell (G. Strake) in way of the No. 5 cargo hold stated to have been caused by heavy weather on and between the dates February 12th and 28th, 1965 during a voyage from Antwerp to Baltimore in loaded condition.

For further particulars, see Vessel's Log Books.

Temporary cement box repairs removed and vertical fractures (about 15" long) found in line with heels of the No. 1 shell frame (from aft peak bulkhead) in the G2 shell plates, port and starboard and in line with the No. 5 vertical shell frame in the port side G3 shell plate.

Fractures drilled at ends, veed out and E.W. and doubling plates fitted to outside shell. Repairs satisfactorily hose tested on completion.

It is submitted the Owner's request to postpone permanent repairs until the next drydocking merits the favorable consideration of the Committee.

CURRENT S.R.L. NO. 232:

ITEM: - "Bower anchor and 30 fms. chain cable to be supplied earliest opportunity" The equipment has been placed on board, but no certificates are available. It is stated the equipment will be coupled up and verified on vessel's (OVER)

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, subject to permanent repairs being effected to the port and starboard G2 and port G3 shell plates at the next drydocking and to all other conditions at present attached to the vessel's 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.)

*[Signature]*  
Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

NEW YORK APR 14 1965

As to AS LHM, subject. *[Signature]*

ALSO FOR
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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

(CONT'D)

arrival at a home port direct from Baltimore.

Remainder of items in S.R.L.: - Stated to have been completed during a Special Survey held at Hamburg. Interim Certificates on board dated 29th October, 1965.

CURRENT S.R.L. APPENDIX NO.15:

NIL.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations to existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					



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