

31. OCT. 1966

Ship's Name ~~XX~~/MS "PHOENICIAN STAR"

Port Karachi

Processing
Number: LR 530973

Gross tons 4925

Rpt. No. KRH/1291

Port of Registry Panama

Date of
build 1936/5

Is there a Rpt. 9? yes

No. of visits 12

First date 1/9/66

Last date 17/10/66

Cert. B issued
& copy herewith? yesDamage rpt. issued
& copy herewith? --

Last rpt. (H.Q. only) HAK 1137

Date of
completing rpt. 24/10/66

Surveyed at, if different from Port above --

Safcon Cert. (ST)
issued & copy herewith? no

If surveyed in D.D. last date of examination --

Has a Load Line
Survey been held? yes

Summer freeboard as verified 1029 mm

State which additional Rpt. 8 is attached: (Cont); (A) ~~XXXXXX~~

Survey fees

Damage fee --

Expenses

G.E. & Rep. Rs 1,500/=

Cable Chgs. Rs 72/=

Rs 96/=

S.A. fee

I have surveyed the above-named ship in accordance with the Rules for General Examination Afloat for further postponement of Special Survey (due 8/65) and Wear & Tear Repairs.

The ship generally examined in accordance with circular 1959 and the instructions contained in the Secretary's letter 29th July, 1966.

For this purpose shell plating in holds and tweendeck spaces completely, and externally as considered necessary, chipped, examined and recoated on completion of repairs. All bilges cleaned and structure in way examined. Ceilings partly lifted for cleaning and examination of tank top plating.

Wear & Tear Repairs now done:

Wasted and holed shell plate No.10 starboard from forward in first strake below sheer and H.7 port side aft (please see S.R.L. No.259) further doubled and H.6 port side aft also doubled. Shell frames Nos. 94,102,104,106,107,108,112,113 and 120 port side and Nos.103, 104,113,114,115 and 116 starboard side in No.2 hold, which were found to be cracked at about mid length, repaired by elec. welding and doubling. Wasted and holed bottom strakes of watertight bulkheads between Nos.1 & 2 and Nos.3 & 4 holds doubled. Locally wasted and

....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 ~~XX~~/without fresh record of ~~XXXXXX~~ survey, subject to shell plate H.6 port side aft (doubled), to the tweendeck stringer plating (doubled) and temporarily repaired shell frames at tweendeck level all over, to the temporarily repaired shell frames in No.2 hold P & S, to the watertight bulkheads between Nos.1 & 2 and Nos.3 & 4 holds (bottom strakes doubled) all being specially examined and dealt with as found necessary at the next Special Survey, also subject to all other 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

Minute

FOR CHAIRMAN
CLASSN. CLERK

MONDAY - 7 NOV 1966

deferred for SS

(subject) 1

(Postponement SS

until arrival 10/11/66)

ALSO FOR

SPL FOR

TRD. REG.

SRL

POSTING

HEADER

CERT

005187-005193-0178 1/4

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

Write Comp SS
1 write comp. CS.

note VLB



Lloyd's Register of Shipping

†Condition

†Condition

Shell plating	acceptable	*Hatchways	good
Sternframe	--	*Ventilators & air pipes	good
Rudder	--	*Casings	good
Was rudder lifted?	--	*Fiddle openings	good
Plating, etc. in way of shell openings	--	*Skylights	good
F.P. spaces	good	*Flush deck scuttles	none
Chain locker	not examined	*Deckhouses & companionways	good
A.P. spaces	good	*Superstructures	good
Engine space	good	*Side, bow & sterndoors	none
Boiler space	good	*Side scuttles & deadlights	good
Under E. & B.	good	*Ash shoots, etc.	none
Coal bunker	none	Scuppers, discharges & valves	good
Tunnel & well	good	Guard rails & bulwarks	good
Duct keel	--	Freeing ports	open rails
Cement, asphalt, etc., on btm. shell	part examined: good	XXXXXX lifelines	good
Weather decks	good	Fittings & appliances for timber deck cargoes	none
Sounding pipes with doublers under	part examined: good	Means of escape:	satisfactory
Windlass	good	(a) machinery spaces	"
Masts & standing rigging	from deck: good	(b) crew XXXXXX spaces	--
Hand pumps & suction	good	(c) spaces in which crew normally employed	--
W.T. doors	good	Communications between:	satisfactory
Fire equipment	good	(a) bridge & eng. room	"
Other items:	--	(b) bridge and alternative steering position	"
		Steering control systems (main and alternative)	good
		Helm indicator	good
		Protection of aft steering wheel & gear	good
		Steering arrangements (main)	good
		" " (aux.)	good

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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 2" SQ	State if ranged	not ranged
Fee ltr., if diff. from eqpt. ltr.	--	Length on board	stated complete
Anchors: No. on board	3B	Mean dias. range from	--
		Rule length	--
		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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Dia.

Lloyd's Register Foundation

Ship's Name ~~SS~~/MS "PHOENICIAN STAR" LR 530973

Port Karachi

Rpt. No. KRH/1291

holed tweendeck stringer plating all over and wasted shell frames at tweendeck level doubled. Wasted and holed weather deck plating at the after end of No.5 hatch cropped and renewed over an area of approx. 22ft.x 10ft. All bilge strum boxes renewed, non return valves overhauled and suction tail end pipes No.1 starboard and No.2 port renewed. Suction line in No.2 hold of No.1 hold port bilge suction part renewed. The air and sounding pipes to the following tanks and bilges part renewed: P & S air pipes to No.1 D.B. tank, P & S aft air pipes to No.3 D.B. tanks, air pipe to No.5 D.B. tank S., sounding pipes to Nos.1 & 3 starboard bilges. Also, starboard forward scupper pipe in No.4 tweendeck renewed.

Further, damaged guard rails port aft and starboard forward repaired, plugs and canvas covers of ventilators and air pipes made good, 7 new tarpaulins and 43 wooden hatch boards supplied. A number of minor miscellaneous repairs effected.

On completion, repairs to shell & deckplating and bulkheads hose tested, bilge suctions tried and all found satisfactory.

It is recommended that shell plate H.6 port aft (doubled), the tweendeck stringer plating (doubled) and temporarily repaired shell frames at tweendeck level all over, temporarily repaired shell frames in No.2 hold P & S, the watertight bulkheads between Nos.1 & 2 and Nos.3 & 4 holds (bottom strakes doubled) all being specially examined and dealt with as found necessary at the next Special Survey. Same items are considered efficient meanwhile.

Note: There are at present no cargo battens fitted and the Owners state that this is permanent. It is therefore submitted that the notation "NS" be made in the Reg. Book.

S.R.L. No.259:

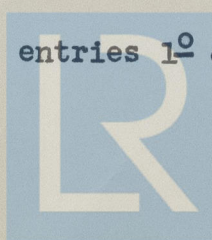
1^o "Renewed stringer plating over midship deeptank P & S and forward E.R. bulkhead in way of deeptank to be tested on completion of Special Survey and not to be subjected to pressure in the meantime"

2^o Shell plates Nos.8 & 10 in first strake below sheer starboard forward, temporarily repaired shell plates H.7 port aft in way of No.5 hold and G.1 port aft in way of store space all to be specially examined and dealt with as found necessary by the next Special Survey.

1^o Nothing done this time.

2^o Shell plates No.10 starboard from forward in first strake below sheer and H.7 port aft further doubled. The remaining plates specially examined and found to continue efficient.

It is recommended that the entries 1^o & 2^o be retained unamended.



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Rpt. 8 (cont.)

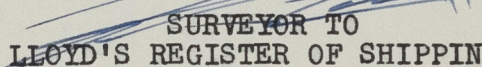
Ship's Name ~~SS~~MS "PHOENICIAN STAR" LR 530973

Port Karachi

Rpt. No. KRH/1291

Note:

The Owners have been advised that the Special Survey should be carried out after discharge of cargo at Chittagong, where now bound, or at a nearby port. Any arrangements made in this respect are not yet known and the L.L.S.T. certificate now issued has therefore been made valid for the voyage Karachi - Chittagong only.


SURVEYOR TO
LLOYD'S REGISTER OF SHIPPING



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Ship's Name ~~XX~~/MS "PHOENICIAN STAR" LR 530973

Port Karachi

S.S.() Due

Rpt. No. KRH/1291

Holds & 'Tween Decks:		†Condition	Tanks:	†Condition	Tested
			(See Illustrations in Register Book)		
No. 1	Hold	satisfactory	F.P. tank	--	--
"	'Tween decks		A.P. tank	good	not tested
			D.B. tanks XXXXXX Nos.1 & 6	good	not tested
No. 2	Hold				
"	'Tween decks				
No. 3	Hold				
"	'Tween dks		O.F. bunkers	--	
No. 4	Hold				
"	'Tween decks				
XXX	XXX				
X	XXXXXXXXXX		Settling tanks	--	
XXX	XXX				
X	XXXXXXXXXX		Midships Deep tanks	good	not tested
			Side tanks	--	
	Cargo battens	not fitted			
	Ceiling, etc	good	Other tanks:	--	

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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

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