



LLOYD'S REGISTER OF SHIPPING

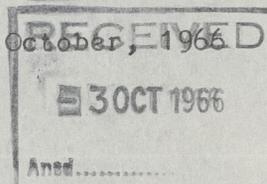
SAFE DEPOSIT CHAMBERS
McLEOD ROAD

KARACHI

P. O. Box No. 4922
Cablegrams: "Lloydreg", Karachi

Telephone: 30429

1st October, 1966

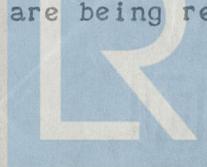


Dear Sir,

m.s. "PHOENICIAN STAR"

With reference to your letter of 29th July, 1966 and subsequent correspondence in connection with the General Examination of the subject vessel for further postponement of the Special Survey until arrival at Japan, we are pleased to submit below a brief summary of this inspection, including the repairs already completed or still in hand, and also the particulars of the proposed voyage to Japan and our recommendations.

The shell plating in holds and tweendeck spaces completely, and externally as considered necessary, chipped, examined and recoated. Wasted and holed shell plates No.10 starboard from forward in first strake below sheer and H.7 port side aft (please see S.R.L. No.258) further doubled, and wasted shell plate H.6 port side aft also doubled. Shell frames Nos.94,102,104,106,107,108,112,113 and 120 port side and Nos.103,104,113,114,115,116 starboard side in No.2 hold, which were found to be cracked at about mid length, are now being repaired by elec. welding and doubling. Wasted and holed lower strakes of watertight bulkheads between Nos.1 & 2 and Nos.4 & 5 holds doubled at port and starboard side. Ceilings, where considered necessary, lifted for cleaning and examination of tank top plating. Bilges cleaned and structure in way examined. All non return valves overhauled, strum boxes renewed, several tail end pipes and one length of wasted suction line renewed. Suctions remain to be tested. Locally wasted and holed stringer plating in all tweendecks and wasted shell frames at tweendeck level doubled. Upper deck plating at after end of No.5 hatch cropped and renewed over an area of approx. 22 ft. x 10 ft. A number of wasted air pipes are being renewed. The



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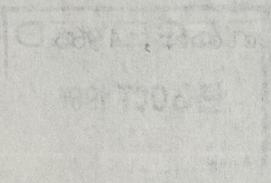
LLOYD'S REGISTER OF SHIPPING



SAFE DEPOSIT CHAMBERS
MELBOURNE ROAD
KARACHI

Telephone: 30429

P. O. Box No. 4922
Cable Address: "LLOYDREG", KARACHI



Dear Sir,
M.S. "MICHIGAN STAR"

With reference to your letter of 29th July, 1952 and subsequent correspondence in connection with the General Examination of the subject vessel for further post-employment of the Special Survey until arrival at Japan, we are pleased to submit below a brief summary of this inspection, including the respective results completed or still in hand, and also the particulars of the proposed voyage to Japan and our recommendations.

The shell plating in holds and tween-deck spaces, completely and externally as considered necessary, checked, examined and recorded. Wasted and noted shell plates No. 10 starboard from forward to first striae below sheer and H. 7 port side etc. (please see ... 20, 25, 30) further checked, and wasted shell plate H. 6 port side etc. also double checked. Shell frames Nos. 24, 202, 107, 108, 109, 110, 111, 112, 113 and 120 port side and Nos. 109, 104, 113, 114, 115, 116 starboard side in No. 2 hold, which were found to be cracked at about mid length, are now being repaired by elec. welding and doubling. Wasted and noted lower striae of watertight bulkheads between Nos. 1 & 2 and Nos. 3 & 4 bulkheads at port and starboard side. Cellings where considered necessary, lifted for cleaning and examination of tank top plating. Ridges cleaned and structure in way examined. All non return valves overboard, after boxes renewed, several still end pipes and one length of wasted section line renewed. Ancillary tanks to be tested. Locally wasted and noted stringer plating in all tween-decks and wasted shell frames at tween-deck level double checked. Upper deck ... of No. 2 hatch checked ... of approx. 2.75 x 10 ... number of wasted pipes are being renewed.

REPORT

Port

de Freeboard

MRNA 9 48 48H



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ship further generally examined in accordance with the remaining requirements of Circular 1959 including the inspection of the FP spaces and AP tank and spaces, Nos.1 & 6 double bottom tanks and the midship deep tank. The Nos.3 and 5 double bottom tanks resp. forward and abaft of the engine room are oil fuel tanks and were not examined this time. A periodical Loadline Survey held and hatchboards, tarpaulins, closing arrangements of air pipes and ventilators etc. placed in good order.

The Continuous Survey Cycle Machinery and Steam Pipe Survey will probably be completed this time.

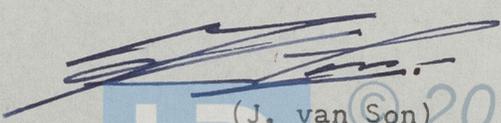
As a result of the present examination we recommended that shell plate H.6 port side aft (doubled), the repaired shell frames in No.2 hold port & starboard and the wasted stringer plating in all tweendecks and frames in way at tweendeck level be specially examined and dealt with as found necessary at the Special Survey and also that the other conditions at present attached to the vessel's class be retained unamended.

With regard to the contents of your cable of 5th September the Owners regret to say that the original intended voyage to Japan with cargo from Mormugao had to be cancelled for a number of reasons and they now propose that, provided further postponement of the Special Survey is granted, the ship will load 7600 tons of general cargo here for Chittagong and another cargo of jute products at Chittagong and/or Calcutta for Japan with expected arrival at Nagasaki by the 15th December.

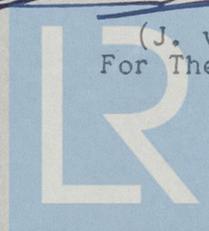
We are of the opinion that on completion of the present repairs the ship will be fit for the proposed voyage, provided she reaches Japan not later than the 15th December, as in view of the deteriorated condition of shell plating further postponement of the Special Survey beyond that date is not advisable.

It is expected that the ship will be ready for loading on the 6th October and we would therefore be pleased to receive your instructions, by cable, with regard to the period of postponement granted and the issue of a L.L.S.T. Certificate.

Yours faithfully,


(J. van Son)
For The Surveyors

The Secretary,
LONDON.



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