

DISCLOSED
Rpt. 1 SECTION
No. 840 A

30. JUL. 1964
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SECTION
No. 840 A

Port Bremen Received London
Date of completing report 14th July, 1964 When handed in at Local Office
Survey held at Lemwerder First Visit 25.9.1963 Last Visit 6.7.1964 No. of Visits 28

FIRST ENTRY SHIP REPORT

ON THE SS/MS "IWTA FARIDPUR"

F.E. FROM ACCTS. 8 SEP 1964
F.E. FROM ADMIN/F 11 SEP 1964
PLANS RECD. } 31/7
CERTS. RECD. }
TO RPIS. DEPT. 26/9

Not recal
certified
after 15/8
when they
cleared
see FE book

Has Report been sent on (1) Freeboard of Ship? C 11 only (2) Machinery? Yes
(Rpt. C11 & Rpt. C11 (Comp.) are to be forwarded in advance when freeboards are assigned by the Society. In cases where freeboards are assigned by another Authority or when ships are exempt from Load Lines, Rpt. C11 only need be forwarded).

Type of Ship Passenger and Car Ferry Is machinery fitted aft? No
Length (D 201 of Rules)* 114' 10" Built at Lemwerder
Breadth (D 202 of Rules) 30' 0" Launched 24th March, 1964 Yard No. 5894
Depth (D 203 of Rules) 8' 6" Builders Messrs. Abeking & Rasmussen
Draught (summer moulded) (D 204 of Rules) 4' 6"
Deck Factor "F" excluding d_t - Owners East Pakistan Inland Water Transport Authority
" " "F" including d_t - Address Dacca East Pakistan
Gross tonnage 290.46 Managers
Net tonnage 164.16 Address
Official number - Port of Registry Narayanganj
Signal letters - Date of last survey in drydock Not in drydock

GENERAL DECLARATION

Has the ship been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters? Yes
Have the scantlings and arrangements of the ship as built been checked by you and found to be in accordance with the approved plans or with equivalent arrangements? Yes
Have any modifications and/or additions to the original approved arrangements made during construction, been indicated in ink of a distinctive colour other than red on the approved plans now forwarded, and approved locally as being in accordance with or by standards equivalent to Rule requirements? Yes
If separate plans of midship section and profile and decks showing the ship as built are forwarded, have they been checked with the approved arrangements and found in order? Yes
Are the materials and workmanship satisfactory? Yes
Have the freeboards been satisfactorily marked on the ship's sides and verified? Freeboards not assigned

BUILDER'S DECLARATION : To the best of my knowledge the ship has been built in conformity with the Rules, Regulations and requirements of Lloyd's Register of Shipping.

Abeking & Rasmussen
Chaudhry Builder's Signature

FEES, etc.

Special Survey fee £ 198-15-0
Travelling expenses £ 28- 0-0
Safety Equipmt. £ 35- 5-0
Tonnage fees applied for £ 9-10-0 Received
Classification Certificate to be sent to Bremen Office
Date of issue 23 NOV 1964
Has an Interim Certificate been issued? Yes

This Ship in my opinion is eligible to be classed:—
(Special notations where part of class to be stated)
+A1 for River and Estuary Service
subject to a special examination on arrival
at Chalna, Pakistan.

Signature W.O. Turnbull
Surveyor(s) to Lloyd's Register of Shipping
(W.O. Turnbull)

Committee's Minute FRIDAY 30 OCT 1964
Character Assigned + A1 River & Estuary Service

+ LMC ES } 7.64
TS plus (06)

Noted for Posting



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011544-011554-0068 1/2

* In the case of Trawlers see Trawler Rules

The Surveyors are requested not to write on or below the Committee's Minutes

CAPACITIES OF TANKS (35 c.f. per ton) (Capacity Plan to be forwarded)

(O.F. or F.W. ONLY to be inserted against tanks used exclusively for oil fuel or fresh water)

Double bottom tanks:—	No. 1	-	No. 2	-	No. 3	-	No. 4	-	No. 5	-	No. 6	-
	No. 7	-	No. 8	-	No. 9	-	No. 10	-	No. 11	-	No. 12	-
Fore peak tank	-	After peak tank	-	Midship deep tank	O.F.							
Deep tank aft	-	Deep tank fwd.	-	Topside tanks	-							
Tanks at sides of tunnel	-	Tanks in way of tunnel	-	Deck tanks	-							
Side tanks	-	Wing tanks	-	Other tanks	in E.R. F.W.							

If ship is an oil tanker state the numbers of main cargo tanks used exclusively for water ballast (if any) with capacities:—

GENERAL REMARKS

Names and yard numbers of sister or similar ships to be stated below. Numbered list of "Approved" and "As Built" plans to be given below or furnished separately (Port, Report Number, Builders' Name and Yard Number, Name of Ship and title of plan in English to be stated on outside of all plans folded to a maximum size of 11" x 9". List of forging, casting or equivalent fabricated parts, certificates to be given below with Certificate number, Port and Date.)

This is a sister ship to:—

Abeking & Rasmussen, Yard No. 5892 "IWTA DACCA", Bremen Rpt. No. 6897 dated 24.7.1963
 Abeking & Rasmussen, Yard No. 5893 "IWTA COMILLA" Bremen Rpt. No. 7013 dated 2.12.1963
 Rolandwerft GmbH., Yard No. 904 "IWTA JESSORE" Bremen Rpt. No. 7012 dated 4.12.1963
 Rolandwerft GmbH., Yard No. 905 "IWTA PABNA", Bremen Rpt. No. 7283 dated 13.7.1964

"As Built" plans

See plans list

Certificates:—

1 Midship section	Stem	No. 63/582 Düsseldorf	4.4.1963
2 Profile and decks (2 plans)	Shaft bkts.	No. 63/759 Hamburg	21.3.1963
3 W.T. bulkheads	Rudder trunks	No. 63/3455 Emden	9.10.1963
4 Main deck	Rudder head	No. 63/1048 Düsseldorf	12.6.1963
5 Shell plan	Rudder edge	No. 63/627 Düsseldorf	8.4.1963
	Steering gear	No. See Rpt. 9	
	Windlasses	No. 63/808-9A, Hamburg	15.1.1964

The approved plans were forwarded with the first of the series "IWTA DACCA". It should be noted that the four ferries built since the "IWTA DACCA" have an increased tween deck height in way of the Bridge the approved plan of which was forwarded with "IWTA COMILLA".

SPECIAL FEATURES

This ferry has an opening (port and starboard) in the superstructure on which a ramp is fitted for access of trucks etc. There is also a ramp at the fore end. Two windlasses are fitted, one forward and one aft.



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End.