

28. NOV 1967

Ship's Name SS/ **"KARYATIS"** Port **Calcutta**Processing
Number: LR **530215**Gross tons **1920**Rpt. No. **3269**Port of Registry **Piraeus**Date of
build **1944**is there a Rpt. 9? **Yes**No. of visits **Three**First date **23.9.67**Last date **28.9.67**Cert. B issued
& copy herewith? **Yes**Damage rpt. issued
& copy herewith? **✓**

Last rpt. (H.Q. only)

Date of
completing rpt. **13.11.67**Surveyed at, if different from Port above **-**Safcon Cert. (ST)
issued & copy herewith?If surveyed in D.D. last date of examination **23.9.67**Has a Load Line
Survey been held?Summer freeboard ☒ verified

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

Survey fees

Damage fee

Expenses **Rs. 40/-**Docking **Rs. 280/-**Equipment **Rs. 200/-**Cablegrams **Rs. 177/-**

S.A. fee

I have surveyed the above-named ship in accordance with the Rules for **Docking.**

Shell: (a) Bottom shell specially examined for wavyness and the indentations were measured. These were found to vary between $\frac{1}{2}$ " and 1" on port and starboard sides and were confined to A and B strakes over about 60% amidships. It is therefore submitted that the following entry be made in the SRL "wavy bottom shell (port and starboard) being kept under observation".

(b) A few scuffed rivets in the bilge strake (portside forward side) now ring welded.

(c) Indents were found in 1st below sheer (starboard) and 1st and 2nd below sheer (port) in way of No.3 hold also minor indents in the forward (port) side shell. It is submitted that the following be recorded in the Appendix to SRL "Indents in side shell (port and starboard)".

Chain cables: These were ranged this time and calibrated and the ~~entire~~ ^a length of 225 fathoms was found to be worn below the renewal size. Due to the urgent schedule of the vessel and non-availability of these chains at this port the renewal of the chain

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 with ~~fresh~~ ^{fresh} record of dry docking. **9/67 subject to the wavy bottom shell (port and starboard) being kept under observation and to 225 fathoms of anchor chain cable being supplied at the earliest opportunity and not later than 11/67 and to all other conditions at present attached to the ship'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)

Date of Committee

Minute

Surveyor to Lloyd's Register of Shipping

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Deferred for equipment, subject to
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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

1961 NOV 28

	†Condition		†Condition
Shell plating	Good	*Hatchways	Good
Sternframe	Good	*Ventilators & air pipes	Good
Rudder	Good	*Casings	Good
Was rudder lifted?	No	*Fiddle openings	Good
Plating, etc., in way of shell openings	Good	*Skylights	Good
F.P. spaces	Not Examined.	*Flush deck scuttles	None
Chain locker	Not Examined.	*Deckhouses & companionways	Good
A.P. spaces	Not Examined.	*Superstructures	Good
Engine space	Not Examined.	*Side, bow & sterndoors	None
Boiler space	Not Examined.	*Side scuttles & deadlights	Not Examined
Under E. & B.	Not Examined.	*Ash shoots, etc.	None
Coal bunker	Not Examined.	Scuppers, discharges & valves	Not Examined
Tunnel & well	Not Examined.	Guard rails & bulwarks	Good
Duct keel	None.	Freeing ports	Good
Cement, asphalt etc., on btm. shell	Not Examined.	Gangways & lifelines	Not Examined
Weather decks	Good.	Fittings & appliances for timber deck cargoes	Not Examined
Sounding pipes with doublers under	Not Examined.	Means of escape: (a) machinery spaces	Not Examined
Windlass	Good.	(b) crew and passenger spaces	Not Examined
Masts & standing rigging above deck	Good.	(c) spaces in which crew normally employed	Not Examined
Hand pumps & suction	Not Examined.	Communications between (a) bridge & eng. room	Not Examined
W.T. doors	Not Examined.	(b) bridge and alternative steering position	Not Examined
Fire equipment	Not Examined.	Steering control systems (main and alternative)	Not Examined
Other items:		Helm indicator	Not Examined
		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	State if ranged	Yes
Equipment letter	S	
Length on board	225 fathoms	
Mean dias, range from	1.15/32" to 1.5/8"	
Rule length	240	Dia. 1.13/16"
Mooring ropes	Sufficient	
Fee ltr., if diff. from eqpt. ltr.		
Anchor: No. on board	3	

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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Ship's Name SS/~~MS~~

"KARYATIS"

Port Calcutta

Rpt. No. 3269

Chain cables: (Contd.)

has been deferred at the request of the Owner's and the existing chains were rearranged as follows:-

Portside		Starboard side	
Length	size	Length	size
1st	1 37/64" 7.5	1st	1 5/8" RENEWAL
2nd	1 9/16" 7.5	2nd	1 21/32" 1/32 OVER RENEWAL - OK.
3rd	1 17/32" 11.2	3rd	1 37/64" 1.5
4th	1 1/2" 14.8	4th	1 9/16" 7.5
5th	1 33/64" 11.2	5th	1 33/64" 11.2
6th	1 1/2" 14.8	6th	1 1/2" 14.8
		7th	1 17/32" 11.2

One length on the portside was found missing and two lengths were found worn upto 1 15/32" and these have been removed. Owner's representative stated that the vessel is now proceeding to Persian Gulf and that arrangements are being made to procure new chain cable there. it is therefore submitted that the following condition be recorded in the SRL
 "225 fathoms of anchor chain cable being supplied at the earliest opportunity and not later than 11/67".

SRL No.276

"Port chain cable to specially examine next drydock and 5 fathoms chain cable to supply at the earliest opportunity".

This condition has now been dealt with as above.

SRL Appendix No.20

"Bottom shell plating waved".

Now examined and dealt with as above.

Note: Because of the part loaded condition of the vessel, none of the holds were accessible for examination.

A. K. Chopra

(A. K. Chopra)

Surveyor to Lloyd's Register of Shipping.



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