

24. JAN. 1966

Ship's Name SS/MS "ILYASBAKSH"
 LR 515926 Port of Registry Karachī Port Bombay
 Gross tons 7081
 Date of build 12-1943 Is there a Rpt? Yes Rpt. No. 16887
 No. of visits 9 First date 26-3-65 Last date 23-3-65
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? - Last rpt. (H.Q. only) KRH 792
 Date of completing rpt. 15-1-66 Surveyed at, if different from Port above
 Surveyed afloat and/or in D.D. Drydock Last date of examination in D.D. 23-3-65
 Has a Load Line Survey been held? No Summer freeboard as verified

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

Survey fees Damage fees Expenses Rs.135/-
 DS: Rs.235/-
 W&T RPRS:Rs.300/-
 S.A. fee -

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action 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

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

I have surveyed the above-named ship in accordance with the Rules for Docking Survey :

Repairs (Wear & Tear) :

CSSR & Ship Development.

Sternframe : The fabricated stern frame rudder post found fractured right through in line with the top gudgeon. Also the web plate found fractured about 3 feet below the top gudgeon and the web plate and its two securing riveted angles found locally wasted at several sections.

Rudder : Both port and starboard sides plating found fractured at a few places and the starboard side plating generally wasted.

Subsequently the internal framing found fractured and broken at several places. Also the forward web plate found fractured in line with the top fracture in the stern frame rudder post. The pintle bushes, both top and bottom found worn.

Now Done for Repairs :

Rudder - removed ashore. Starboard side plating completely renewed. Port side plating cropped at 3 places and renewed. Internal structure framing - about 50% cropped and renewed. Web plate and its securing riveted angles now cropped over 18 ft. length and renewed. Both top and bottom pintles built up by electric welding and machined.

Contd/..

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 9-65 .

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

(S. Ratra).

Surveyor to Lloyd's Register of Shipping

Date of Committee

WEDNESDAY 9 MAR 1966

Minute

As. 9.65 Subbar (m) Att

FOR CHAIRMAN CLASS. CITEE

ALSO FOR

SPL FOR

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POSTING

HEADER

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Stern Frame :

The plating round the top gudgeon cropped over 5 ft. length and renewed. The web plate along with its securing riveted angles cropped over a length of 22 ft. and renewed.

Both top and bottom gudgeon bushes renewed.

The rudder satisfactorily reconnected in place and swung, and the repairs to the stern frame and rudder considered to be satisfactory.

NOTE: Subsequently the ship has been laid up in Bombay Harbour stated to have been impounded by the Indian Government Authorities.

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, faired and replaced					
Faired or repaired in place					



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<u>Examined & condition</u>		<u>Examined & condition</u>	
In dry dock from	25-8-65	*Air & sounding pipes	Above Deck-Good
" " " to	23-9-65	Doublers under " "	Not Examd.
Shell Plating	Good	Steering arrangements (main)	Good
Sternframe	Good	" " (aux)	Good
Rudder	Good	Windlass	Good
Was rudder lifted?	Yes	Masts & rigging	From Deck-Good
Plating, etc. in way of shell openings	Good	Hand pumps & suction	Not Examd.
Side scuttles & deadlights	Good	W.T. doors	Not Examd.
Overbd. scuppers & discharges	Good	Bulwarks, freeing ports, etc.	Good
F.P. spaces	/	Summer freeboard as verified	-
Chain locker			
A.P. spaces			
Engine space	Not Examd.	<u>EQUIPMENT :</u>	
Boiler space	/	Equipment letter	a +
Under E. & B.		Fee ltr., if diff. from eqpt. ltr.	
Coal bunker		Anchors : No. on board	3B-IS
Tunnel & well Cement, asphalt, etc., on btm. shell	/	State if ranged	No
Weather decks		Good	Length on board
*Casings	Good	Mean dias. range from	- to -
*Deckhouses	Good	Rule length	13x15 Fms Dia. 2" SQ
*Superstructures	Good	Mooring ropes	Sufficient
*Skylights	Good		
*Companionways	Good		
*Hatchways	Good		
*Ventilators	Good		
Other items :			

*These items to include their closing appliances
Where a part Special Survey and, say, Dry Docking Survey are held at the same time, the items for SS should be marked "For SS"



