

3 FEB 1968

Ship's Name SS ~~XX~~ "FATEHABAD" Port Karachi
 Processing Number: LR 511280 Gross tons 6801 Rpt. No. KRH/1782
 Port of Registry Chittagong Date of build 1941/3 Is there a Rpt. 9? No
 No. of visits 7 First date 6/12/67 Last date 10/1/68
 Cert. B issued & copy herewith? Yes Damage rpt issued & copy herewith No Last rpt. (H.Q. only) CHC 1192
 Date of completing rpt. 11/1/68 Surveyed at, if different from Port above --
 Safcon Cert. (ST) issued & copy herewith? -- If surveyed in D.D. last date of examination --
 Has a Load Line Survey been held? No Summer freeboard ~~X~~ verified No

State which additional Rpt. 8 is attached : (Cont); ~~XX XXX XXX XXX~~

Survey fees Cond. Class Rs 1,300/= Damage fee -- Expenses Rs 70/=
 Temp. Repairs Rs 875/= Cables Rs 63/14

S A. fee

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

S.R.L. No. 270

- 1. Indented shell plates starboard 2nd, 3rd & 4th below sheer and structure in way of E.R.
- 2. Leaky seams and rivets in way No.1,2,3 & 4 holds and framing in way.
- 3. Set in bulwark plating p. forward and superstructure p. amid. and aft.
- 4. Fractured shell plate J7(s) temporary repaired.
- 5. Wasted shell plating in No.1 hold (s.f.) No.4 hold (s.a.) and No.5 hold s.f.
- 6. Shell plate H18(s) frames 144/148 (doubler fitted).
- 7. Doubled shell plating in No.1 hold p.a.

All to specially examine and deal with as found necessary next drydocking.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 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 ~~XXXXXXXX~~

Subject to indented shell plates and set in framing p.s. No.2 & 4 holds and tween decks being specially examined and dealt with as found necessary next drydocking and to all other Conditions at present attached to the vessel'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.)

(Signature)
 (J. F. Crawford)
 Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

Work on SS equip X

Deferred for SS (postponement further app. until 4.68.)
 Subject *Rut*

MONDAY 4 - MAR 1968

015483-016495-0162 1/3

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT



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 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

Lloyd's Register Foundation

†Condition

†Condition

Shell plating) Efficient
 Sternframe)
 Rudder) Vessel afloat
 Was rudder lifted?)
 Plating, etc. in way)
 of shell openings)

F. P. spaces Not examined
 Chain locker " "
 A. P. spaces " "
 Engine space Satisfactory
 Boiler space Satisfactory
 Under E. & B. Not examined
 Coal bunker --
 Tunnel & well Not examined

Duct keel --
 Cement, asphalt, etc., on btm. shell Not examined

Weather decks In part exam'd - satisfactory
 Sounding pipes with doublers under Not examined

Windlass " "
 Masts & standing rigging " "
 Hand pumps & suction " "
 W. T. doors " "

Fire equipment Valid Pakistan Govt. certificate

Other stems:

*Hatchways
 *Ventilators & air pipes
 *Casings
 *Fiddley openings
 *Skylights
 *Flush deck scuttles
 *Deckhouses & companionways
 *Superstructures
 *Side, bow & sterndoors
 *Side scuttles & deadlights
 *Ash shoots, etc.

Scuppers, discharges & valves
 Guard rails & bulwarks
 Freeing ports
 Gangways & lifelines

Fittings & appliances for timber deck cargoes
 Means of escape:
 (a) machinery spaces
 (b) crew and passenger spaces
 (c) spaces in which crew normally employed
 Communications between:
 (a) bridge & eng. room
 (b) bridge and alternative steering position

Steering control systems (main and alternative)
 Helm indicator
 Protection of aft steering wheel & gear
 Steering arrangements (main)
 " " (aux.)

Survey confined to Conditions of Class

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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 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:—

Pakistan Government - 19/1/68

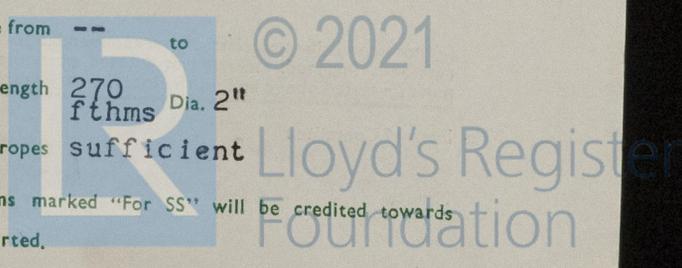
EQUIPMENT:

Equipment letter a† 2"
 Fee ltr., if diff. from eqpt. ltr. --
 Anchors: No. on board 3B

Cables

State if ranged No
 stated
 Length on board 285 fathoms
 Mean dias, range from -- to
 Rule length 270 fthms Dia. 2"
 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.



Ship's Name SS/~~MS~~ "FATEHABAD" LR 511280

Port Karachi

Rpt. No. KRH/1782

Now done for
Condition of Class

1. Indented shell plates s.s. E.R. & B.R. specially examined, the substantial cement boxes remain efficient and in view of vessel, in all probability, being scrapped at the end of the year of grace April 1968 it was not considered necessary to deal with these plates now. Submitted this item be retained.
2. Submitted this item for deletion in Karachi Rpt.1532.
3. The bulwarks and superstructure remain efficient and it was not considered necessary to fair them at this stage.
4. The doublers and cement boxes fitted in way of J7 are substantial and again it was not considered necessary to renew the plate.
5. Shell plates F19 and G20 renewed June last and recommendation made for deletion in Karachi Rpt.1532 of - wasted shell plate in No.1 hold s.f., wasted shell plating No.4 hold s.a. and No.5 hold s.f. is covered by item 4 - shell plate J7.

Condition of Class
imposed Chittagong In respect of spare bower anchor.

Now done:

A spare bower anchor from Owners' store placed on board.
Weight 4T 4cwt-0-0.

The anchor manufactured by W.L. BYERS & CO. was noted to be in good condition but prior to vessel's sailing could not be identified. The Owners state that it is ex "MUSHTARI" and are endeavouring to trace certificate. It is submitted that the vessel's class is made subject also to spare bower anchor being verified with certificate at the earliest opportunity.

DAMAGE:

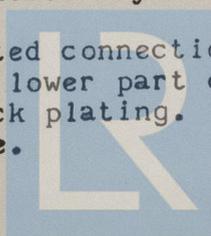
To port shell plating and internals alleged sustained when ranging alongside the "OLYMPIC PHAETHON" during lightning operations at Karachi outer anchorage on the 19/9/67.

Now done:

Port shell plating examined thoroughly both externally and internally, rivets hammer tested and a number of shell plates drilled to confirm thickness. Minimum 0.40".

In No.2 hold beam knee riveted connections p.s. having partially sheered were E.W.'d and buckled knees reinforced with M.S. bulb flat bar as necessary.

In No.4 hold beam knee riveted connections similarly dealt with and in tween decks the lower part of 12 tween deck frames were bracketed to deck plating. Cement chocks at shell made good in each case.



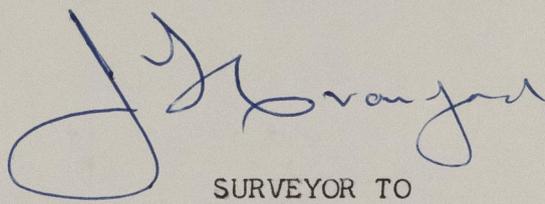
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Damage: (Contd).Now done: (Contd).

The Master stated that 2 loaded voyages to Chittagong had been made since the ranging damage occurred and that there had been no leakage. Temporary repairs now effected as temporary measure and it is submitted that same be further examined and dealt with at the next drydocking in the event of vessel being offered for modified Special Survey instead of the present proposal to break up.



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