

Ship's Name SS ~~X06~~ "FATEHABAD"

Port Karachi

Processing Number: LR 511280

Gross tons 6801

Rpt. No. KRH/1581

Port of Registry Chittagong

Date of build 1941/3

Is there a Rpt. 9? Yes

No. of visits 3

First date 11/7/67

Last date 13/7/67

Cert. B issued & copy herewith? Yes

Damage rpt. issued & copy herewith? --

Last rpt. (H.Q. only) CHB 1121

Date of completing rpt. 26/7/67

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 as verified --

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

Survey fees Temp. Rprs. Rs 300/=

Damage fee --

Expenses Rs 20/=

S.A. fee

I have surveyed the above-named ship in accordance with the Rules for DAMAGE - Alleged sustained to shell plating in way No.1 hold after bulkhead p.s. when vessel encountered heavy weather during voyage from Chittagong to Karachi in a ballast condition.

NOW DONE:

Shell plate 4th below sheer p.s. in way of No.1 hold after bulkhead found fractured for approx. 18" the result of local wastage and straining of the vessel. Plate now doubled for full depth over 3 frame spaces and as a further precautionary measure after frame space fitted with cement box from line of bilge limbers to 6" above top of doubler. Repair subsequently examined when subjected to head of water and all proved sound and tight.

It is recommended that class remain subject to the temporary repairs being examined and dealt with as found necessary at the next drydocking or Special Survey should the Owners decide to keep the vessel in service.

S.R.L. No. 272: All items submitted for deletion or amendment as necessary in Karachi Rpt. No. 1532 - June 1967.

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 ~~X06~~/without fresh record ~~XXXXXXXX~~ Subject to doubled shell plating No.1 hold (p.s.a.) 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.)

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

Date of Committee

THURSDAY 14 SEP 1967

Minute

See Chg 1152

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 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

10 AUG 1967

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

Lloyd's Register Foundation

†Condition

†Condition

Shell plating In part exam'd - efficient

*Hatchways

Sternframe

*Ventilators & air pipes

Rudder

*Casings

Was rudder lifted?

*Fiddley openings

Plating, etc. in way of shell openings

*Skylights

F.P. spaces

*Flush deck scuttles

Chain locker

*Deckhouses & companionways

A.P. spaces

*Superstructures

Engine space

*Side, bow & stern doors

Boiler space

*Side scuttles & deadlights

Under E. & B.

*Ash shoots, etc.

Coal bunker

*Suppers, discharges & valves

Tunnel & well

Guard rails & bulwarks

Duct keel

Freeing ports

Cement, asphalt, etc., on btm. shell

Gangways & lifelines

Weather decks

Fittings & appliances for timber deck cargoes

Sounding pipes with doublers under

Means of escape: (a) machinery spaces

Windlass

(b) crew and passenger spaces

Masts & standing rigging

(c) spaces in which crew normally employed

Hand pumps & suction

Communications between: (a) bridge & eng. room

W.T. doors

(b) bridge and alternative steering position

Fire equipment

Steering control systems (main and alternative)

Other items:

Helm indicator

Protection of aft steering wheel & gear

Steering arrangements (main)

" " (aux.)

SURVEY CONFINED TO TEMPORARY REPAIRS

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

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:

Equipment letter

Fee ltr., if diff. from eqpt, ltr.

Anchors: No. on board

Cables

State if ranged

Length on board

Mean dias. range from

Rule length

Mooring ropes

to

Dia.



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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.