

Ship's Name ~~SS~~ "SAFINA-E-JAMHOORIYAT"

L.R.No. 530490.

Gross tons 6806

Port of Registry

KARACHI

Port

DUNDEE

Date of build 12-1940 Is there a Rpt. 9?

Yes

Rpt. No.

10398

No. of visits 4

First date 4-3-1966

Last date 11-3-1966

Interim Cert. issued & copy herewith?

Yes

Damage rpt. issued & copy herewith?

Yes

Last rpt. (H.Q. only)

CHG. 843.

Date of completing rpt. 17-3-1966

Surveyed at, if different from Port above

-

Surveyed afloat and/or in D.D. Afloat

Last date of examination in D.D.

-

Has a Load Line Survey been held?

No

Summer freeboard as verified

Not verified

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

Survey fees

Damage fee £10: 0: 0.

Expenses 8/3d.

EQUIPMENT £5: 0: 0.

S.A. fee

I have surveyed the above-named ship in accordance with the Rules for DAMAGE stated sustained whilst dragging anchor in the River Tay during strong winds and rough seas on the 27th February, 1966 & EQUIPMENT.

DAMAGE

It was stated that at the time of the occurrence 4 lengths of the star-board chain cable were out.

On examination it was found that over the outboard 5 fathoms of the first length of chain cable the links were twisted and that the lead of the cable between the gypsy and cable stopper was twisted through 270°. The first length of cable was disconnected, the twist in the lead of the cable between the gypsy and cable stopper removed and the anchor re-connected to the second length of cable at this time. After removal the 1st length of chain cable was gauged and the mean diameter found to be 1 $\frac{3}{4}$ " at the most worn part.

It was recommended the 2nd, 3rd & 4th lengths of chain cable, star-board side, be specially examined and tested. The Master stated the special survey of the ship was to be carried out in May 1966 and requested the special examination and testing of these lengths be deferred until then.

It is submitted this request merits the favourable consideration of the Committee and it is recommended the following conditions be attached to/

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 subject to 15 fathoms of chain cable, starboard side being supplied and fitted at the earliest opportunity, to first 45 fathoms of chain cable, starboard side being specially examined and tested by the next Special Survey and to any other conditions at present attached thereto 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

GLASGOW 29 MAR 1966

Surveyor to Lloyd's Register of Shipping

(T. C. MARSHALL.)

Minute

Deferred for S.S. and ES (by 5,66)
(Subject - Hand in)

write Owners (SS & M) on receipt Antypt.

004405-004410-0195 1/2

DR

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

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

to the ships's class:- "15 fathoms of chain cable, starboard side to be supplied and fitted at the earliest opportunity and first 45 fathoms of chain cable, starboard side, to be specially examined and tested by the next Special Survey."

EQUIPMENT

- 1) Pin of end shackle to port side bower anchor worn and slack. End shackle renewed and one spare end shackle supplied (see Rpt.8(EQ) attached.)
- 2) Second link from outboard end of 1st length of chain cable, port side bent. First and second links removed and anchor re-connected.

Survey confined to the foregoing.

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 in 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 and faired or replaced	PLEASE SEE BODY OF REPORT.				
Faired or repaired in place					



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Lloyd's Register
Foundation

Ship's Name "SAFINA-E-JAMHOORIYAT"

Port DUNDEE

Fee letter if different from equipment letter -

Rpt. No. 10398.

Equipment letter at 2nd Equipment numeral -

When anchors or cables are supplied or retested, the following particulars are required:

ANCHORS

Where and when tested and by whom	Number of Certificate	Anchor	Weight			Approved design	Makers
			Cwt. or kg.	qr.	lb.		
		Bower (1)				If Patent, state name of Patentee	
		Bower (2)					
		Bower (3)					
		Collective Weight					
		Stream					

CHAIN CABLES

Where and when tested and by whom	Number of Certificate	Length and size supplied		Grade and whether stud or short link	Makers
		Length	Diam.		
Glasgow, 31-10-62, S. Bolton.	13668	Fathoms or Metres	In. or mm.	End shackle for 2" special quality stud link chain cable.	North British Electric Welding Co. Ltd.
- Do -	13669	-	-	- Do -	- Do -
Stream, wire or chain			Circ.		

TOWLINES, MOORING ROPES AND CAST STEEL ANCHOR HEADS

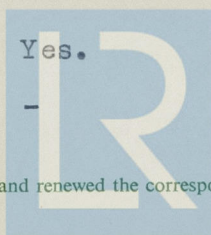
TOWLINE AND MOORING ROPES				CAST STEEL ANCHOR HEAD DROP TEST			
Item	Length	Circ. or Diam.	Material	Maker's Name	Certificate No.	Surveyor's Initials	Date of Test
	Fathoms or Metres	In. or mm.					
Towline				BOWER (1)			
Mooring ropes				BOWER (2)			
				BOWER (3)			
				STREAM			
				KEDGE			

Are weights (including component parts of anchors) & tests of equipment now supplied in accordance with Rule requirements?

Have test certificates of new or retested equipment (now supplied) been checked and endorsed?

Are joining shackles of the lugless type fitted?

Note:—Where anchors or chain cables are lost or condemned and renewed the corresponding test certificates should be cancelled by the Surveyors and returned to Head Office.



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(T.O. MARSHALL)

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