

11. MAR. 1966

Ship's Name SS/XX "MANSOOR" LR 521968

Gross tons 4551

Port of Registry Karachi

Port Karachi

Date of build 6/1940

Is there a Rpt. 9? yes

Rpt. No. KRH/1074

No. of visits 10

First date 17/12/65

Last date 29/1/66

Interim Cert. issued
& copy herewith? yesDamage rpt. issued
& copy herewith? no

Last rpt. (H.Q. only) CHG 812

Date of
completing rpt. 27/2/66

Surveyed at, if different from Port above --

Surveyed afloat
and/or in D.D. both

Last date of examination in D.D. 18/1/66

Has a Load Line
Survey been held? yes - annual

Summer freeboard as verified 2' - 7½"

State which additional Rpt. 8 is attached: (Cont); (PS); ~~XXXXXXX~~

Survey fees

Damage fee --

Expenses

Gen. Exam. & Rep. Rs 2,580/=

Rs 80/=

S.A. fee

I have surveyed the above-named ship in accordance with the Rules for General Examination for postponement of the Special Survey (due 1/66) until January, 1967, Wear & Tear repairs, further temporary repairs in way of the forward end of No.1 double bottom tank and Annual Load Line Survey.

Wear & Tear Repairs now done:Tween decks:

Wasted tween deck stringer plates doubled at the following positions:

No.2 T.D. forward starboard

No.4 T.D. aft port & starboard

No.5 T.D. forward port & starboard

Shell plating:

Starboard side stern plating in way of 23 ft draught mark found wasted and holed. An EW doubler of 2 ft x 2 ft now fitted.

Renewal of the doubled tween deck and stern plates at the next special survey is recommended. The plates are considered efficient meanwhile.

.....PTO

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 1/66, subject to keel plates Nos. 1 & 2 (from forward) being renewed and centre girder in way specially examined and dealt with as found necessary, to the stringer plates (doubled) of No.2 T.D. forward starboard, No.4 T.D. aft port & starboard and No.5 T.D. forward port & starboard and to the starboard side sternplating (doubled) in way of 23 ft. draught mark being renewed all at the Next Special Survey and to any other outstanding conditions of 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

TUESDAY 29 MAR 1966

FOR CHAIRMAN
CLASSN. CITEED

ALSO FOR

SPL FOR

TRO

SRL

POSTING

RECORDS
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CERT

Rudder: (Instructions part 2a - Amendment No.3 - sketch No.2)

Clearance of top and bottom pintles in lignum vitae bushes found excessive and top pintle badly corroded. Top pintle and top and bottom lignum vitae bushes now renewed.

Bilge suction:

Bilge tail pipes in Nos. 1 & 4 holds p&s renewed. Strum boxes of suction in all holds placed in good working order. All suction tested on completion and found satisfactory.

Miscellaneous items:

175 hatchboards renewed and 5 new tarpaulins supplied.
Fiddley covers repaired.
Handrails and stanchions repaired.
Several other minor repairs effected.

S.R.L. No. 248:

"Keel plates Nos. 1 & 2 (from forward) being renewed and centre girder in way being specially examined and dealt with as found necessary before September, 1965."

Following the Owners request for further postponement of renewal of the plates until the N.S.S. the previously effected temporary repairs now specially examined.

Found some ring welded rivets slack and cement box in forward end of No.1 double bottom tank in way of damaged keel plates, fractured.

Now done:

Cement box removed. Centre girder examined and found to continue efficient. A welded doubler (shoe plate) fitted over the set up portion of the Nos. 1 & 2 keel plates. A strong cement box refitted.

The Nos. 1 & 2 keel plates, the centre girder and temporary repairs in way are considered efficient until the next special survey.

It is recommended that the present condition of class be retained with amended time limit N.S.S.

S.R.L. Appendix No.17:

Indented shell plates of 2nd and 3rd strakes below sheer at starboard side forward, F7 starboard side, F3,4 & 5 starboard side forward and G5 port side forward all specially examined and found to continue efficient.2

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 and faired or replaced					
Faired or repaired in place					



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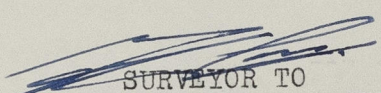
Ship's Name SS ~~MS~~ "MANSOOR" LR 521968

Port Karachi

Rpt. No. KRH/1074

Recommendation:

A General Examination was held this time in accordance with circular 1959 and the ship found or placed in satisfactory condition. It is submitted that the Owners request for postponement of the Special Survey until January, 1967 merits the favourable consideration of the Committee.


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Rpt. 8 (P.S.) DRY CARGO SHIP

Ship's Name SS/ ~~MS~~ "MANSOOR" LR 521968

Port Karachi

S.S. (-) Due -

Rpt. No. KRH/1074

In dry dock from 7-1-66

In dry dock to 21-1-66

<u>Examined & condition</u>		<u>Examined & condition</u>	
Shell plating	good	* Air & sounding pipes	good
Sternframe	good	Doublers under , ,	In tanks now exam'd good, further N.E.
Rudder	good	Steering arrangements (main)	good
Was rudder lifted?	Yes	, , (aux)	good
Plating, etc. in way of shell openings	good	Windlass	good
Side scuttles & deadlights	good	Masts & standing rigging	from deck - good.
Overbd. scuppers & discharges	good	Hand pumps & suctions	N.E.
F.P. spaces	G.E. - satisfactory	W.T. doors	N.E.
Chain locker	N.E.	Bulwarks, freeing ports, etc.	good
A.P. spaces	G.E. - satisfactory		
Engine space	G.E. - satisfactory		
Boiler space	G.E. - satisfactory		
Under E. & B.	G.E. - satisfactory		
Coal bunker	none	<u>EQUIPMENT:</u>	
Tunnel & well	N.E.	Equipment letter	Z
Cement, asphalt, etc., on btm. shell	N.E.	Fee ltr., if diff. from eqpt. ltr.	--
Weather decks	good	Anchors: No. on board	3
* Casings	good	Cables {	State if ranged not ranged
* Deckhouses	good		Length on board stated complete
* Superstructures	good		Mean dias. range from -- to --
* Skylights	good		Rule length 270fath Dia. 1.5/16 SQ
* Companionways	good	Mooring ropes sufficient	
* Hatchways	good		
* Ventilators	good		

Other items:

N.E. = Not Examined
G.E. = Generally Examined

* 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"



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HOLDS & 'TWEEN DECKS:		Examined & condition	TANKS:	Examined & condition	Tested & condition
No. 1	Hold	Generally examined and found satisfactory	F.P. tank	good	not tested
"	'Tween decks		A.P. tank	good	not tested
			D.B. tanks xxxxxx		
			No. 5 p&s	good	not tested
			No. 3 p&s	good	not tested
No. 2	Hold		No. 1	good	not tested
"	'Tween decks				
No. 3	Hold		O.F. bunkers		
"	'Tween decks				
No. 4	Hold				
"	'Tween decks		Settling tanks		
No. 5	Hold	Generally examined and found satisfactory	Deep tanks		
"	'Tween decks				
xxx	xxx		Side tanks		
xxxxxxx	xxxxxxx				
			Wing tanks		
Cargo battens	good		Other tanks		
Ceiling, etc.	good				

Note:

There are no water ballast deep tanks.



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