

113. AUG. 1967

Ship's Name **SS/MS "MICHALIS"** Port **HONG KONG.**

Processing Number: LR **523405.** Gross tons **7375.** Rpt. No. **21218.**

Port of Registry **SYRA.** Date of build **1944-1.** Is there a Rpt. 9? **Yes.**

No. of visits **One.** First date **and** Last date **29-7-67.**

Cert. B issued & copy herewith? **Yes.** Damage rpt. issued & copy herewith? **No.** Last rpt. (H.Q. only) **LIV 169706**

Date of completing rpt. **1-8-67.** Surveyed at, if different from Port above **--**

Safcon Cert. (ST) issued & copy herewith? **No.** If surveyed in D.D. last date of examination

Has a Load Line Survey been held? **No.** Summer freeboard ~~is~~ verified

30 AUG 1967

25 AUG 1967

State which additional Rpt. 8 is attached: (Cont); (A)(B); (E) (F)(G)

Survey fees **\$140.00** Damage fee **--** Expenses **\$10.00**

Cable **\$27.00**

S.A. fee **\$100.00**

I have surveyed the above-named ship in accordance with the Rules for **EXAMINATION OF ANCHOR CABLES**

An examination made of the equipment, at request of the Owners' Agents, and in accordance with cabled instructions from the Society's head office. (Total length should be 300 fathoms)

Found:

Port anchor cable: 9X15 fathom lengths, in satisfactory condition with the exception of the second length from the anchor, which was found to have all the studs loose, and two studs missing. It was recommended that this length of cable be transferred to the last length in the chain locker, and the Master stated that this would be done on arrival at Whampoa, where now bound, as the ship was at Hong Kong for six hours only. It is recommended that this defective length of cable be examined and dealt with by the end of December, 1967.

(Cont'd Sheet 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 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 ~~with~~ without fresh record of ~~dry docking~~ survey, subject to the inboard length of chain cable on the port anchor being specially examined and dealt with as found necessary; and to 60 fathoms of chain cable and a spare bower anchor to Rule requirements being supplied; and to the windlass gypsies (worn) being specially examined and dealt with as found necessary; all by the end of December, 1967, (5 months' limit) and subject 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.)

Surveyor to Lloyd's Register of Shipping

J. McCarlie

Date of Committee

FRIDAY 13 OCT 1967

Minute

As now subject (how)

Lloyd's Register of Shipping
FOR CHAIRMAN CLASSN. CLERK

ALSO FOR
SPL FOR
POSTING
HEADER
CERT

write Owners (how) - ACS 014887 - 014898 - 0314 1/3

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 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

†Condition

†Condition

Shell plating
 Sternframe
 Rudder
 Was rudder lifted?
 Plating, etc. in way of shell openings
 F.P. spaces
 Chain locker
 A.P. spaces
 Engine space
 Boiler space
 Under E. & B.
 Coal bunker
 Tunnel & well
 Duct keel
 Cement, asphalt, etc., on btm. shell
 Weather decks
 Sounding pipes with doublers under

*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.)

NOT EXAMINED

NOT EXAMINED

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.

SEE BODY OF REPORT

Masts & standing rigging N.E.
 Hand pumps & suctions N.E.
 W.T. doors N.E.
 Fire equipment N.E.

Other items:

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 b+
 Fee ltr., if diff. from eqpt. ltr.
 Anchors: No. on board 2 BOWER.

Cables

State if ranged PAID OUT ONLY.
 Length on board 240 FMS.
 Mean dias. range from NOT CALIBRATED.
 Rule length 300 FMS Dia. 2.3/8"
 Mooring ropes



Lloyd's Register Foundation

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 "MICHALIS"

Port HONG KONG. Rpt. No. 21218.

Starboard anchor cable: 7X15 fathom lengths, in satisfactory condition, including 5X15 fathom lengths of second-hand cable with D- type joining shackles, stated to have been supplied at Shanghai. Certificates could not be produced for this equipment, but the following marks were decipherable on the end links:- 6-12-66, LPHBC. 4919. 101-10-0-0. 142-2-0-0.

As the ship is still without 4 lengths of cable and a spare bower anchor, it is recommended that this equipment be supplied by the end of December, 1967. The Master stated that the present charter terminates at the end of September, 1967, when it is proposed to load a cargo in the Far East, for a voyage to Europe where the ship will undergo overhaul.

During paying out and heaving in the anchor cables, it was noted that the windlass gypsies were worn, allowing the cables to "jump" frequently. Again, time at this port did not permit any action, and it is recommended that the gypsies be specially examined and dealt with as found necessary by the end of December, 1967.

EMG

J. M. ^EBarbi



