

11. MAR. 1968

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

Port CHITTAGONG

Processing Number: LR 511280

Gross tons 6801

Rpt. No. 1259.

Port of Registry CHITTAGONG

Date of build 1941-3

Is there a Rpt. 9? NO

No. of visits THREE

First date 12.2.68

Last date 21.2.68

Cert. B Issued & copy herewith? YES

Damage rpt. issued & copy herewith? NO

Last rpt. (H.Q. only)

Date of completing rpt. 26.2.68

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?

GENERAL EXAMINATION ONLY. Summer freeboard verified YES

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

Survey fees
General Examination
Freeboard = Rs. 785/=

Damage fee

Expenses
Rs. 50/=

S.A. fee Rs. 100/=

I have surveyed the above-named ship in accordance with the Rules for General Examination of Freeboard Requirements.

All items for Annual Survey generally examined and following repairs completed:

72 Hatch boards renewed.

350 Hatch wedges renewed.

45 Canvas covers for vents and air pipes renewed.

Spare Hatch tarpaulin for No.5 hatch repaired.

The Owners' Representative stated that the vessel's future was uncertain and a decision would be made upon the vessel's arrival in Karachi as to whether the Special Survey would be held, or the vessel scrapped.

It is therefore recommended that all items for Annual Survey be examined and dealt with as necessary during Special Survey after arrival in Karachi where now bound and before the end of March, 1968.

Load Line Certificate No. 66459 will expire during the voyage and has been withdrawn and an LLST No. 394 issued valid until 31st March, 1968 for one voyage to Karachi.

Original of Certificate No. 66459 withdrawn (enclosed).

Copy of LLST No. 394 enclosed.

Karachi Surveyors advised.

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 ~~survey~~ survey, subject to all items of Annual Survey being examined and dealt with as necessary during Special Survey, after arrival in Karachi where now bound and before the end of March, 1968 and to any further 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.)

X. W. T. Elder (K.W.T. ELDER)
Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY 19 MAR 1968

Minute

*Deferred for 98 by 4.68
Subject*

50m, 1, 67 (MADE AND PRINTED IN ENGLAND)

Wants to be checked

FOR CHAIRMAN
CLASSN. CTTEE.

015483-015495-0158

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

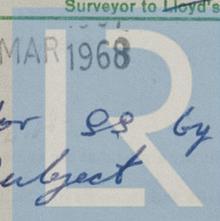
date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

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

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ALSO FOR
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Lloyd's Register of Shipping
Foundation

†Condition		†Condition	
Shell plating	-	*Hatchways	G.E. ONLY
Sternframe	-	*Ventilators & air pipes	"
Rudder	-	*Casings	"
Was rudder lifted?	-	*Fiddley openings	"
Plating, etc. in way of shell openings	-	*Skylights	"
F.P. spaces	GOOD	*Flush deck scuttles	-
Chain locker	-	*Deckhouses & companionways	G.E. ONLY
A.P. spaces	GOOD	*Superstructures	"
Engine space	-	*Side, bow & stern doors	-
Boller space	-	*Side scuttles & deadlights	G.E. ONLY
Under E. & B.	-	*Ash shoots, etc.	-
Coal bunker	-	Scuppers, discharges & valves	G.E. ONLY
Tunnel & well	GOOD	Guard rails & bulwarks	G.E. ONLY
Duct keel	-	Freeing ports	G.E. ONLY
Cement, asphalt, etc., on btm. shell	-	Gangways & lifelines	"
Weather decks	G.E. ONLY	Fittings & appliances for timber deck cargoes	-
Sounding pipes with doublers under	-	Means of escape:	
Windlass	G.E. ONLY	(a) machinery spaces	GOOD
Masts & standing rigging	G.E. ONLY	(b) crew spaces spaces	GOOD
Hand pumps & suction	G.E. ONLY	(c) spaces in which crew normally employed	GOOD
W.T. doors	G.E. ONLY	Communications between:	
Fire equipment	-	(a) bridge & eng. room	GOOD
Other Items:		(b) bridge and alternative steering position	-
		Steering control systems (main and alternative)	GOOD
		Helm indicator	GOOD
		Protection of aft steering wheel & gear	GOOD
		Steering arrangements (main)	GOOD
		" " (aux.)	GOOD

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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 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:—

General Examination conducted by Mercantile Marine Department, Chittagong.

EQUIPMENT:

Equipment letter
Fee ltr., if diff. from eqpt. ltr.
Anchors: No. on board

Cables

State if ranged NO
Length on board
Mean dias. range from to
Rule length Dia.
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.

