

6. FEB. 1965

Ship's Name SS/MS "APJ AMBAR" 5449 Gross tons

Is there a rpt. 9? Yes. Port Cochin. Rpt. No. 257.

No. of visits Three. First date 16.11.1965 Last date 19.11.1965.

Interim Cert. issued &amp; copy herewith? Yes. Damage rpt. issued &amp; copy herewith? Yes. Last rpt. (H.Q. only) VEN 883

Date of completing rpt. 19.11.1965 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 Freeboard Marks verified No

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

Survey fees Damage fee Expenses

Rs. 220.00

Rs. 120.00

Rs. 30.00

S.A. fee Nil.

I have surveyed the above ship in accordance with the Rules for damage by fire.

The ship was in a loaded condition with a bulk of cargo of industrial coal and was on a voyage from Calcutta to Sikka via Cochin. It was stated that the fire was first observed on the 12.11.1965 while in Cochin, and at the request of the Owner the vessel was first surveyed on the 16.11.1965.

NOW FOUND: Very little smoke was observed to be issuing out from the hold. The items now surveyed are detailed on this report. All was found to be in good condition unless otherwise stated. The surface of the coal in the square of the hatch at the level of the 'tween deck.

- 2) The temperature of the hold was observed to be 93.2° F.
- 3) The crown of the tunnel was hottest (about 130° F approx.) in way of the fore part of No. 4 Hold.

- NOW DONE:
- 1) In respect of items 1, 2 & 3 nothing done at this time.
  - 2) The bilge and ballast pumping arrangements were examined and tried out and found to be working satisfactorily.
  - 3) All safety equipment and devices were examined and found to be satisfactory.

P.T.O.

I recommend that this ship remain as classed with/without fresh record of dry docking but subject to the No. 4 Hold being specially examined for fire damage in Bombay or Calcutta where stated proceeding after unloading at Sikka but not later than 31 st. December, 1965, and to all 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.)

( P. L. D'ABREO. )

Surveyor to Lloyd's Register of Shipping

Date of Committee

WEDNESDAY 19 JAN 1966

Minute

Deferred for drydocking  
Subject (harm)

Lloyd's Register  
Foundation

FOR CHAIRMAN  
CLASSN. CTTEE

004486-004488-0352

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.

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

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

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check.

ALSO FOR

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- 4) Water pumped into No.4 hold and out of the bilges at regular intervals.

The vessel was kept under observation and sailed for Sikka on the 19th November, 1965 when the hold temperature was 90° F and the crown of the tunnel appeared to have cooled down a little.

Condition of Class:

Insert Now : The No.4 Hold being specially examined for fire damage not later than 12/65.

Copy of Certificate and Report forwarded to Bombay and Calcutta.

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					
Faired or repaired in place					



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