

15 JAN 1955

No. 3570

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 7th Jan. 55 When handed in at Local Office 19 Port of HAMBURG.  
No. in Survey held at HAMBURG. Date, First Survey 14th Oct. Last Survey 22nd Nov. 1954  
Reg. Book 65903 on the Wood, Iron or Steel S.S. "INDIAN ENDEAVOUR". (No of Visits 30)

Built at Sunderland By whom Short Bros. Ltd. When 1945 MONTH 8  
Owners India S.S. Co. Ltd. Owners' Address -  
Managers - Port belonging to Calcutta

Surveyed Afloat or in Dry Dock? Both Name of Dock Hovaldtswerke Destined Voyage -  
Cell DBor DBa feet: u&B feet: - feet: -  
total capacity tons. FPT tons: APT tons: MT feet: - tons: -  
Only alterations in the existing records of tanks should be inserted.  
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 2470 Port HAM

Periodical Surveys, when held, must be reported in detail and aeriatic in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form State also the dates and initials of any letters respecting this case

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined.

offered but not required

Was a damage report made by anyone else? if so, by whom? -

REPAIRS, OR EXAMINATION AS PER RULE FOR Periodical Special Survey, Alterations, Damage (Grounding) and Conversion to Oil Fuel Burning.

NOW DONE for Periodical Special Survey (B). Due 1,54. Ship 9 years old.

Ship placed in floating dock. Shell plating, stern frame and rudder cleaned, examined, and recoated. Ship launched on 11th November 1954.

Inspected All holds, tween decks, fore-and after peak spaces, boiler and engine spaces, under engines, plating in way of sidelights, overboard scuppers, and discharge pipes, decks with machinery and other casings, superstructures, skylights and companionways, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, anchors, chain cables, chain locker, masts, rigging, steering gear, auxiliary steering gear, windlass, general equipment, pumps, watertight door, p.t.e.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	-	-	-	-	-	-	-	-
Removed and Faired or Repaired	-	-	-	-	-	-	-	-
Faired or Repaired in place	-	-	-	-	-	-	-	-

## PRESENT CONDITION OF THE

Decks	<u>good</u>	Bulkheads	<u>good</u>	Engine Room Skylights	<u>good</u>	Copper, or Y.M.	<u>-</u>
Caulking of Decks	<u>good</u>	Celling	<u>good</u>	Coal Bunkers, Openings, Covers, &c.	<u>-</u>	(State if on Felt.)	<u>-</u>
Paintings	<u>good</u>	Cement or Asphalt	<u>good</u>	Oil Bunkers	<u>good</u>	When fitted, Month	<u>-</u> Year <u>-</u>
Seams & Fastenings	<u>good</u>	Rudder	<u>good</u>	Scuppers	<u>good</u>	Boats	<u>good</u>
Outside Plating	<u>good</u>	Steering gear and its connections	<u>good</u>	Cargo Hatchways	<u>good</u>	Masts	<u>good</u>
" " in way of sidelights	<u>good</u>	Windlass	<u>good</u>	Hatches	<u>good</u>	Condition, how ascertained	<u>aloft.</u>
Frames	<u>good</u>	Have pumps been examined and found efficient?	<u>yes</u>	Planking	<u>-</u>	(State if wedges removed)	<u>2+</u>
Reverse Frames	<u>good</u>	Have Sluice Valves been examined and found efficient?	<u>-</u>	Caulking	<u>-</u>	Equipment letter	<u>3 + 1</u>
Longitudinals	<u>good</u>	Have Watertight Doors been examined and found efficient?	<u>yes</u>	Treenails	<u>-</u>	Anchors, No. of	<u>3</u>
Transverses	<u>good</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>yes</u>	Breasthooks & Stemson	<u>-</u>	Cables (State if now ranged)	<u>ranged</u>
Doors	<u>good</u>	Air and Sounding Pipes	<u>good</u>	Transoms, Pointers & Crutches	<u>-</u>	" length 270 mean diamr.	<u>1 1/2</u>
Belsons	<u>good</u>	Doubling Plates under Sounding Pipes	<u>good</u>	Timbers of Frame at openings	<u>-</u>	(on board.)	<u>16</u>
Fingers	<u>good</u>			" at other places	<u>-</u>	" Rule length 270 size	<u>2 (red)</u>
Inner Bottom Plating	<u>good</u>			Stringers, Clamps & Shelves	<u>-</u>	Chain Locker	<u>good</u>
Have the Tanks been examined internally?	<u>yes</u>			Siding	<u>-</u>	Hawser & Warps	<u>sufficient</u>
Have the Tanks been tested?	<u>yes</u>			State, if examined	<u>-</u>	Standing and Running Rigging	<u>efficient</u>
						Sails	<u>-</u>

## General Observations, Opinion as to Class, Recommendation, &amp;c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

It is submitted this ship is eligible to remain as classed with record of docking 11,54 and to have the notation S, Ham. 11,54, and the notation "Fitted for oil fuel 11,54 P.P. above 150°F."

Survey Fee (per Section 23) SS £ 78 : 15 : 0  
W. to O.P. burning £ 51 : 0 : 0  
Special Repair Fee £ 25 : 0 : 0  
Velling Expenses (if chargeable) £ 15 : 0 : 0

Second Surveyor's Fee (if any) £ 9 : 9 : 0  
Sunday & Late Fee

Committee's Minute

Character Assigned

White Ham  
" OW  
on account of main repair

SS Ham 11,54  
S 11,54 SPS 11,54

Fees applied for, London 20/1/55

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN

7-2-55

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Lloyd's Register  
Foundation

OWNERS  
Is Certificate required? If so, to be sent to  
004489-004495-0160 1/2



G. Schindler