

Orig with Ship

For Engrs.

Lloyd's Register of Shipping,
c/o Port Trust,
MADRAS, S. India.

Borset

3rd February, 1951.

Received 6th February, 1951.

Amend 7/3

The Secretary,
Lloyd's Register of Shipping,
London, E.C.3.

Dear Sir,

s.s. "INDIRA" ex "CALCUTTA".

Reverting to your letter of the 29th December 1950, I now forward drawings of the proposed alterations in respect of the above-named vessel, for your approval, comments and record.

(1) The service trim is not known with any certainty but Mr. Moorthy, the Owner, has supplied particulars as applicable to the "Firishta", a similar vessel.

(2) The machinery casing entrance door sills will be raised to 24", as shown in drawing No. BEW 5/51.

(3) The engine room skylights are of small diameter and have thick glasses, but steel protecting covers have been fitted as shown in drawing No. BEW 5/51.

(4) Ventilator coamings will be as shown in drawing No. BEW 5/51, and will have efficient closing appliances.

(5) Access to the fore peak is through a manhole cut in the deck plating 17" athwartship, by 12". It is closed by a cover 5/16" thick, having twenty $\frac{3}{4}$ " studs. A compensating ring is welded to the under side.

(6) The freeing port area in the bulwarks will be increased to $18\frac{1}{2}$ square feet on each side of the ship. It is proposed to lengthen the existing ones to 3' 1" as shown in drawing No. BEW 5/51, in which case a stiffener will be necessary; or alternatively to cut additional ports as shown in drawing No. BEW 19/51.

No. 7" bulb angles are obtainable locally. It is therefore proposed to fit hatch coaming stiffeners as shown in drawing No. BEW 121/50-4. Your remarks as to whether the "bulb" is required will be appreciated, in view of the smallness of the hatchway and the fitting of a stiffener to the deck.

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Drawing No. BEW 3/51, showing the proposed electric light and power circuits, also Drawing No. BEW 14/51 showing the proposed pumping arrangements, are enclosed.

Drawing No. BEW 20/51 shows a hat box bilge recessed into the feed water tank. It is not fitted with a drain. As the metal is badly wasted it must be renewed and it is proposed to fit a drain to the centre line of the vessel.

Drawing No. BEW 121/50-5 shows the watertight bulkhead between the forward hold and the boiler room. Your remarks as to whether an angle on the forward face, in way of the bunker bulkhead, is necessary, would be appreciated. Your approval or comments on the proposed stiffening by reverse angles is requested.

The Owner desired that a watertight doorway be fitted to the after bulkhead of the engine room connecting with the Engineer's store below the after hold. This alteration has been put in hand and is to take the place of the proposed hatchway from the after deck. Details of the door and its position are shown in drawings No. BEW 121/50 and BEW 121/50-1. Your approval is requested.

A copy of your letter Ref. Ship and dated 29th December 1951, sent to the Vizagapatam Surveyor, has been forwarded to me. The Owner has agreed to restrict the draft of the "Indira" to 13 feet, retaining the engine and boiler casings at their original height.

An early reply to this letter is requested.

Yours faithfully,

(Signed) F.G Cooper.



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