

(Received at London Office 12 DEC 1951)

No. 283

REPORT OF SURVEY FOR REPAIRS, &c.

Report of Survey held at Madras on the Wood, Iron or Steel "LEE LAVATHI" ex Indira ex H.M.S. Calcutta

Survey held at Madras Date, First Survey 30-11-50 Last Survey 28th November 1951

NAME: 472-81 Built at Calcutta By whom thoroughly Docking & Eng. both When 1943

DK 411-32 Owners Andhra Trading Co Owners' Address Madras

Managers 180-73 Port belonging to Madras

Afloat or in Dry Dock? Both Name of Dock MPT Slipway Destined Voyage

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER: Class contemplated

Report, No. Port

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

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

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

S, OR EXAMINATION AS PER RULE, FOR conversion to cargo carrying and completion of d.s. Docking
done. - Forward deck cut and hatchway built 10'-3 1/2" x 9'-0" having 24" coamings
deck cut and hatchway built 8'-4" x 9'-0" having 24" coamings.
chasing to steering gear compartment moved from its original position to a position
forward and toward the Port side. Coaming height increased to 24". lower stiffened
litting diagonals of 7/8" plate, 3" deep at centre, 1 1/2" at ends. lower secured by two hinges
upper toggles. Vertical stiffeners 2 x 2 x 1/2" angles welded to inside of coaming - one each side.
head at frame 19 removed leaving sufficient plating to form a web frame at sides and
the deck. Web frame faced with a 5" x 3" x 1/2" angle welded on
head at frame 30 removed leaving sufficient plating to form a web frame at sides and
the deck. Web frame faced with a 5" x 3" x 1/2" angle welded on.

Y OF DAMAGE REPAIRS	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
newed ...								
moved and Faird or Repaired								
red or Repaired in place								

CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
of Decks <u>good</u>	<u>good</u>	<u>good</u>	(State if on Felt.)
Fastenings <u>good</u>	Ceiling <u>good</u>	Coal Bunkers, Openings, Covers, &c. <u>good</u>	When fitted, Month Year
ating <u>good</u>	Cement or Asphalt <u>good</u>	Oil Bunkers	
" In way of sidelights <u>good</u>	Rudder <u>good</u>	Scuppers <u>good</u>	Boats <u>good</u>
frames <u>good</u>	Steering gear and its connections <u>good</u>	Cargo Hatchways <u>good</u>	Mast, Yards, &c. <u>good</u>
als <u>good</u>	Windlass <u>good</u>	Hatches <u>good</u>	Condition, how ascertained <u>by examination</u>
s <u>good</u>	Have pumps been examined and found efficient? <u>yes</u>	Planking	(State if wedges removed.)
Wat <u>good</u>	Have Sluice Valves been examined and found efficient? <u>yes</u>	Caulking	Equipment letter
om Plating <u>good</u>	Have Watertight Doors been examined and found efficient? <u>yes</u>	Treenails	Anchors, No. of <u>two</u>
Tanks been examined internally <u>yes</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stems	Cables (State if now ranged) <u>yes</u>
Tanks been tested? <u>yes</u>	Air and Sounding Pipes <u>yes</u>	Transoms, Pointers & Crutches	" length mean diamr. (on board.)
	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	" Rule length size
		" at other places	Chain Locker <u>good</u>
		Stringers, Clamps & Shelves	Hawsers & Warps <u>efficient</u>
		Salting	Standing and Running Rigging
		State if examined.	Sails

ral Observations, Opinion as to Class, Recommendation, &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 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."

This vessel having satisfactorily completed special survey commenced at
agapatam, also having carried out alterations, is eligible in my opinion to
have the notation S.S. Mad-11-51, and record of Docking 8-51.

(per Section 29) Rs 990: 0: 0 Fees applied for paid

Surveyor's Fee (if any) Rs 50: 0: 0 Received by me, 19

Surveyor's Minute TUES. 12 FEB 1952

er Assigned Deferred in Sp/ls Sp/ls

Surveyor to Lloyd's Register of Shipping. L. G. Cooper

004527-004533-0245 1/2

Bulkhead at Frame 72 removed leaving sufficient plating to form a web frame sides and under deck. Web frame faced with a $5" \times 3" \times \frac{1}{8}"$ angle welded on.

Doorways in bulkhead at Frame 39 suitably closed by welding plates over the linings. Vertical stiffeners reinforced by welding on $3" \times 3" \times \frac{3}{8}"$ reverse angles, except in way of side-bunker bulkheads.

Reverse angles $3" \times 3" \times \frac{3}{8}"$ welded to frames 22, 25, 28, 33 & 36. Forward hold.

Ventilator framing on Forecastle deck raised to 36" (2).

Ventilator framing on Forward deck raised to 36" (2).

Ventilator framing on after deck raised to 36" (2).

Two 6" ventilators fitted to deck above the steering gear. 36" high 30 metal, angle to deck $3" \times 3" \times \frac{3}{8}"$

Small ventilators removed from forward deck and holes suitably closed.

Twenty-five port holes, below the weather deck, suitably closed.

Additional freeing ports $30" \times 9"$ - three on each side - cut in bulwarks.

Hills to machinery space doorways (4) increased to 24" in height.

Five flush bunker scuttles removed and holes suitably closed. Covers of four others - 2 each side - fitted with suitable chains.

Wasted stringer plate (P+S) amidships fitted with doubler plates.

Wasted plate in way of machinery space entrances fitted with doubler plates.

Wasted plate on fresh water tank top renewed (P+S) $14' \times 3' \times \frac{3}{8}"$

Steel deadlights fitted to engine-room skylight glasses.

Hot bore bilge in Fresh water tank top - forward hold - renewed.

Hot bore bilge fitted to forward end of after hold.

Watertight door fitted to the engine-room after bulkhead - Starboard side. Door fitted with an indicator at the top of the extended spindle to the Boat deck.

all tanks, including the Fore and after peaks have been tested as required by the Rules and Regulations and found satisfactory.

all watertight bulkheads, and the W.T. door, tested with satisfactory results.

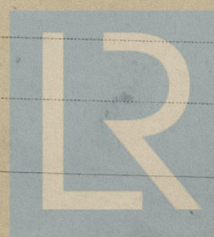
all air pipes raised to a height of 36" except the one from the Fore-peak which is 18" & protected by canvas covers and wood plugs supplied for all ventilators and air pipes.

One 4" and one 2" stop valves (P+S) fitted to shell plating in way of the engine room.

Eye plates for lifelines fitted for forward and after decks. Lifelines supplied.

Two steam winches fitted, also two samson posts - one at each hatch

Vessel on the Slipway from 3rd August to 10th August 1951 for cleaning, painting and general inspection, also for examination of under-water fittings.



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