

18 DEC 1950

No. 63.

PORT of SURVEY for REPAIRS, &c.

27th Nov. 50. When handed in at Local Office. Port of Vizagapatam
 Survey held at Vizagapatam Date, First Survey 21st May 1950 Last Survey 22nd Nov. 1950
 the Wool, Iron & Steel S.S. "INDIRA" (Ex H.M.S. "CALCUTTA") (No. of Visits 12)

Built at Calcutta By whom Hooghly Docking & Repair Co. YEAR. MONTH. 1943
 Owners ANDHRA TRADING Co. Owners' Address BEZWADA, S. INDIA.
 Managers Both (If not already recorded in Appendix to Register Book).
 Port belonging to MADRAS

at or in Dry Dock? Both Name of Dock Vizagapatam Port
 or D Ba feet; u E & B feet; f feet feet
 tons, FPT tons; APT tons; MT feet tons.

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

Port, No. Port

When held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, serialised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be given in the space provided on the back of this form. State also the date and initials of any letters respecting the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner plates in the boiler space.

ices for this purpose and to whom and why they were declined

Society's Freeboard (if assigned) as Not assigned painted on Ship and now verified

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

EXAMINATION AS PER RULE, FOR SURVEY with a view to Classification

Vessel placed in dry dock, shell plating and rudder cleaned, examined, and or placed in efficient condition and recoated.
 Holds, tween decks, decks, casings, coamings, engine & boiler spaces, under girders and boilers, main cross bunkers, side pocket bunkers, hatchway, ventilators & their closing appliances; fore peak, fore peak spaces, after peak, peak spaces, deep tanks forward internally, anchors and cables, chain plates, steering gear, windlass, general equipment, air and sounding pipes. All tanks flood tested in drydock. Bulging removed as required. All spaces scaled and recoated.
 Shell plating drill tested - results approved. (Please see London letter's 24/7/50).

DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
and Fair or Repaired								
or Repaired in place								

P.T.O.

CONDITION OF THE

To be repaired	State if Tanks have been examined inside	Yes	Air and Sounding Pipes	See Rpt.	Copper, or Y.M. of Wood Vessels
Good.	State if Tanks now tested	No.	Dblng. Plates under Sounding Pipes	Good.	(State if on Felt.)
Good.	Bulkheads	Good.	Engine Room Skylights	Good.	When put on, Month Year
Good.	Ceiling in tanks & ch. Lk. Good.	Good.	Coal Bunkers, Openings, Lids, etc.	Good.	Boats
Good.	Cement or Asphalt (State which.)	See Rpt.	Oil Bunkers	None.	Masts, Yards, &c.
Good.	Rudder	Good.	Scuppers	Good.	Condition, how ascertained
X	Steering gear and its connections	Good.	Cargo Hatchways	None.	(State if wedges removed)
X	Windlass	Good.	Hatches to St. 9 gear	See Rpt.	Sails
Good.	Have pumps now been examined and found efficient?	No.	Planing of Wood Vessels		Equipment letter
Good.	Have Sluice Valves now been examined and found efficient?	No.	Caulking	ditto	Anchors, No. of
None.	Have Watertight Doors now been examined and found efficient?	None.	Treenails	ditto	Chain Locker
Good.	Have Ventilators and their Coamings been examined and found efficient?	See Rpt.	Breasthooks & Stemson	ditto	Cables (State if now ranged)
Good.			Transoms Pointers & Crutches	ditto	Length 165 mean diam. 1 3/32
None.			Timbers of Frame at openings	ditto	(on board)
			Ditto Ditto at other places	ditto	Rule length size
			Stringers, Clamps & Shells	ditto	Hawser & Warps
			Saltings	ditto	Standing and Running Rigging
			(State if examined.)		

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 this survey, or example:- "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," "to remain as classed and to have record of survey, 1,24, and the notations of ss. No. 1-24 and ptnd 24, &c."

Opinion, in an efficient condition and eligible to be classed 100A-, subject to repairs to upper Dk. pltg. (p & s annids) and to wasted F.W. Deep tank top (p & s), to testing of all tanks to rule requirements, fitting of ship's bottom, to modifications to ventilators & air pipes and to all structural alterations carried out in accordance with the Rules and Secretary's letters. Vessel undocked 24th May, 1950.

Per Section 29)	£	Fees applied for,
Go or Repair Fee (if any)	£	Received by me,
29)	£	
charges (if chargeable)	£	
For's Fee (if any)	£	

Minister
Assigned

JUN. 15 MAY 1951

See minute
on fe. 7/6

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

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zagaytan

Continuation of Report No. 63. dated 27th November, 1950 on the

SS. "INDIRA"

REPAIRS EFFECTED (in Dry Dock):-

Scattered shell plate pitting at fore end (pts) built up by E.W.

Stem foot fitted with welded plate shoe.

Magazine flooding aperture on bottom shell (p.s.f) blanked

with welded spigot patch & subsequently water tested.

REPAIRS &c. to be effected:-

The upper Dk. plating was found to be generally wasted at the ship's side (p45 amias). for a width of approx. 15", and in w of the Boilers Room entrances (p45). ✓

The fresh water deep tank top was found to be waste
and holed (pts) wing plates.

The 8" C. vents. on forecastle are fitted with 12" high coamings - to be increased to 36".

The exposed air pipes on the upper St. are 15" - 16" high - to be increased to 36."

The ships bottom is cemented in way of Boiler Room only - remainder of bottom to be cemented.

The hinged steel covers of steering gear hatch wasted locally and rubber jointing perished - to be o'hauled as needed.

Due to labour difficulties the tanks of the vessel were not tested to Rule Requirements at this time.

EQUIPMENT:- The two Bowes anchors and 165 fathoms of $1\frac{7}{32}$ " mean dia. cable were examined and found in good condition but no marks were discernible and no

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

ANCHORS.

[illegible]

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

Iron Stream Chain }
or Steel Wire ... }

certificates were available.

Howlers, Waps, &c., on board:- 1 @ 166 fathoms 2^d wire.

2 0 33

34

1016

11/2"

2 @ 33

" 5" man.

(Please see Continuation Sheet).

L. S. Fathin.

27th November, 1950.

It is the Owners intention of converting this vessel
go carrying - plans of proposed alterations viz:-
bulkheads, hatchways, pumping arrangements were
sent to London Office by the Calcutta Surveyors
they have been subsequently approved.

The vessel is, in my opinion, in good condition subject to the above items being dealt with as easy and to all structural alterations being carried in accordance with the approved plans and the Engineer's letter a classification of a 100 A - could be recommended to the Committee.

A preliminary First Entry Report on the vessel attached herewith for the information and consideration of the Committee.

L. S. Fathin.

27th November, 1950.