

PORT of SURVEY for REPAIRS, &c.

When handed in at Local Office *27th Nov. 1950* Port of *Vizagapatam*
 Survey held at *Vizagapatam* Date, First Survey *21st May 1950* Last Survey *22nd Nov. 1950*
 the *S.S. "INDIRA" (Ex H.M.I.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* Port belonging to *MADRAS*
 at or in Dry Dock? *Both* Name of Dock *Vizagapatam Port* Destined Voyage *India*
 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).

CHARACTER. Date of last Survey and of Periodical Surveys.	Years Assigned for expiry.	Machinery and Boiler surveys (including date of N.B., if any).
<i>Classification Contemplated</i>		

When held, must be reported in detail and verbatim 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, summarised 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 repairs in the existing records should be underlined.
 has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner plates in the boiler space.

Port, No. *Port* Society's Freeboard (if assigned) as painted on Ship and now verified *Not assigned.*

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, after peak spaces, deep tanks forward internally, anchors and cables, chain blocks, steering gear, windlass, general equipment, air and sounding pipes. All tanks flood tested in drydock. Bulging removed as required. All spaces sealed 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'd or Repaired								
or Repaired in place								

CONDITION OF THE	State if Tanks have been examined inside <i>Yes</i>	Air and Sounding Pipes <i>See Rpt.</i>	Copper, or Y.M. of Wood Vessels
To be repaired	State if Tanks now tested <i>No.</i>	Dblng. Plates under Sounding Pipes <i>Good.</i>	(State if on Felt.)
Good.	Bulkheads <i>Good.</i>	Engine Room Skylights <i>Good.</i>	When put on, Month Year
Good.	Ceiling <i>in bkrs & ch. Lk. Good.</i>	Coal Bunkers, Openings, Lids, &c. <i>Good.</i>	Boats <i>Not Exam'd.</i>
Good.	Cement or Asphalt <i>See Rpt.</i>	Oil Bunkers <i>None.</i>	Masts, Yards, &c. <i>Good.</i>
Good.	Rudder <i>Good.</i>	Scuppers <i>Good.</i>	Condition, how ascertained <i>By Exam'n.</i>
X	Steering gear and its connections <i>Good.</i>	Cargo Hatchways <i>None.</i>	(State if wedges removed) <i>None.</i>
X	Windlass <i>Good.</i>	Hatches to St. 9 gear <i>See Rpt.</i>	Sails <i>None.</i>
Good.	Have pumps now been examined and found efficient? <i>No.</i>	Planing of Wood Vessels	Equipment letter <i>?</i>
None.	Have Sluice Valves now been examined and found efficient? <i>No.</i>	Caulking ditto	Anchors, No. of <i>2 Bower.</i>
None.	Have Watertight Doors now been examined and found efficient? <i>None.</i>	Treenails ditto	Chain Locker <i>Good.</i>
Good.	Have Ventilators and their Coamings been examined and found efficient? <i>See Rpt.</i>	Breasthooks & Stems ditto	Cables (State if now ranged) <i>Yes</i>
Good.		Transoms Pointers & Crutches ditto	Length <i>165</i> mean diam. <i>1 3/32"</i>
None.		Timbers of Frame at openings ditto	Rule length size
		Ditto Ditto at other places ditto	Hawser & Warps <i>See Rpt.</i>
		Stringers, Clamps & Shelves ditto	Standing and Running Rigging <i>Good.</i>
		Saltings ditto	

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 pnd 24, &c." This vessel, so far as now seen, is, in an efficient condition and eligible to be classed 100A-, subject to repairs to Upper Dk. pltg. (p+s amids) and to wasted F.W. Deep tank top (p+s), to testing of all tanks to rule requirements, 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, 19-
 Go or Repair Fee (if any) £ : : Received by me, 19-
 29) £ : :
 Pensions (if chargeable) £ : :
 Surveyor's Fee (if any) £ : :
 Surveyor to Lloyd's Register of Shipping.

JUN. 15 MAY 1951
See minute on fe. 7th
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REPAIRS EFFECTED (in Dry Dock):-

Scattered shell plate pitting at fore end (p.s.) 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 (p.s. areas), for a width of approx. 15", and in
 of the Boilers Room entrances (p.s.).

The fresh water deep tank top was found to be waste
 and holed (p.s.) 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 dk. are 15" - 16"
 high - to be increased to 36".

The ship's bottom is cemented in way of Boilers 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 necessary.

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

EQUIPMENT:- The two Bower anchors and 165 fathoms of
 1 3/32" mean diam. 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.

Number of Certificate.	Anchors.*	WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower ..													
	2nd													
	3rd													
	Collective Weight.													
	Stream													
	Kedge													

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			

certificates were available.

Hawsers, Waps, &c., on board:-
 1 @ 166 fathoms 2" wire.
 2 @ 33 " 3" "
 1 @ 16 " 1 1/2" "
 2 @ 33 " 5" manilla.

(Please see continuation sheet).

J. S. Fathin.
 27th November, 1950.

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

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

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

J. S. Fathin.
 27th November, 1950.

N.B. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.