

## LLOYD'S REGISTER OF SHIPPING

## ALTERATIONS TO CONDITIONS OF ASSIGNMENT OF LOADLINES

Ship's Name "ENDERBY" ex "TEKOA"

Official No. 145994

Port of Registry London

This ship has been under survey at Newcastle-on-Tyne

between 4th July and  
~~onx~~ 6th November

1958 and the following alterations to the conditions of

assignment of loadlines have now been effected/~~found~~ or have been effected on some previous occasion.Hatchways:-

At this time the following alterations to hatchways have been made.

No.4 Bridge Deck Hatch has been shortened in length to 20'3" x 20'0" and now having 2 hatch beams only.No.3A Hatch (Referred to as Bunker Hatch on C11) has at some previous time been shortened and again shortened at this time to 10'6" x 20'0" and now having one hatch beam only.No.4 Hatch (Referred to as shelter deck on C11) has now been shortened in length to 20'3" x 20'0" and now having 2 hatch beams only.

All the above hatchways have now been fitted with new wood hatch covers in the after section only where shortened, to rule requirements.

Shelter Deck (In Bridge Tween Decks):- The following small hatchways which had been fitted at some previous time have now been removed and the openings in deck plating have been plated over in an efficient manner:-

Port:- 1 @ 4'0" x 3'0" with a 9" coaming

1 @ 6'0" x 5'0" with a 20" coaming

Starboard:- 1 @ 4'6" x 5'0" with a 9" coaming

1 @ 3'9" x 3'3" with a 9" coaming

1 @ 4'9" x 5'3" with a 9" coaming

1 @ 6'0" x 5'0" with a 20" coaming

Bridge Deck:-

Small hatchways 2 @ 3'2" x 5'3" with a 30" coaming has been dispensed with at some previous time and openings in deck plating plated over in an efficient manner. ✓

1 in alleyway 4'6" x 4'6" with 19" coaming has been dispensed with at this time and opening in deck plating, plated over in an efficient manner. ✓

At some previous time the following access hatches have been fitted:- ✓

Shelter Deck:-

1 @ forward end of No.1 hatchway, size of opening 29½" x 19", coaming 21½" high x .40" ✓

1 @ after end of No.5 hatchway, size of opening 30½" x 22½", coaming 21¼" high x .40" ✓

Bridge Deck:-

1 @ after end of No.2 hatchway, size of opening 29" x 18", coaming 21" high x .40" ✓

1 @ forward end of No.3 hatchway, size of opening 29" x 22½", coaming 21" high x .40" ✓

1 @ forward end of No.4 hatchway, size of opening 30" x 23½", coaming 21½" high x .40" ✓

A copy of this Report has been ~~sent to the~~FORWARDED TO THE OWNERS TO BE PLACED  
ON BOARD THE VESSEL AT THE EARLIEST  
OPPORTUNITY.

(CONTINUED SHEET 2)

10 DEC 1958

Rpt. Cont<sup>n</sup>. Sheet

C.11 (Contd)

Continuation of ~~Ship~~ Report No.Port of NEWCASTLE-ON-TYNE

Continuation of Report No.

F.4620

dated

on the

on the S.S./M.S. "ENDERBY" ex "TEKOA"

Bridge Deck:- (Continued)

The foregoing small hatchways have hinged steel watertight covers and toggle fastenings.

Fiddley Casing top:-

Fiddley casing on Boat Deck removed at some previous time and gratings with strong steel covers permanently attached fitted at boat deck level.

Particulars of Flush Bunker Scuttles:-

The forward flush bunker scuttles 2P and 2S with bayonet fastenings on the bridge deck have at some previous time been dispensed with and openings in bridge deck plated over in an efficient manner.

Particulars of Companionways:-

One companionway fitted at this time p.&s. inside workshop within line of machinery casings at the forward end of steel deckhouse on bridge deck providing access to bridge tween decks. Opening in house side in each case 5'0" x 24" with a 25" sill and closed by a hinged steel door capable of being operated from both sides.

One companionway fitted at this time P.&s. within saloon accommodation deckhouse providing access to bridge tween decks, opening in house side in each case 5'0" x 24" with an 18" sill and provided with a strongly framed hardwood door 2" thick and capable of being operated from both sides.

The companionway at the after end of bridge deck (ps) and previously reported on C11 continuation reports 66073 and FBD 2894 for access to gunners quarters has been dispensed with at some previous time and the opening in deck plating plated over in an efficient manner.

Particulars of ventilators in exposed positions on freeboard and superstructure decks:-Particulars of ventilators on bridge deck only and fitted on some previous occasion.

- 1 @ 25" diam. 36" coaming x  $\frac{3}{8}$ " to No.2 Hold. ✓
- 2 @ 5" diam. 36" coaming x  $\frac{3}{8}$ " to bridge tween decks. ✓
- 2 @ 6" diam. 18" coaming x  $\frac{3}{8}$ " to bridge tween decks ✓
- 1 @ 6" diam. 24" coaming x  $\frac{3}{8}$ " to bridge tween decks. ✓

Ventilators on bridge deck fitted at this time.

✓ 1 @ 6" diam. 5'10" coaming x  $\frac{3}{8}$ " gooseneck type to Gyroroom and suitably stayed to foremast. ✓

1 @ 18" diam. 36" coaming x .40 to shelter deck. ✓

2 @ 12" square, gooseneck type, 18" to mouth x .40" to bridge tween decks. ✓

All the above ventilators are provided with wood plugs and canvas covers except ventilator marked ✓ which is provided with a hinged steel watertight cover and toggle screw fastenings. ✓

All the above ventilators are the only ventilators on the bridge deck at this survey supersede the list in the original C11 report. ✓ Other ventilators on bridge deck stated on the C11 report and not coinciding with the above list have either been dispensed with at this time or some previous time and openings on deck plating plated over in an efficient manner. ✓

Particulars of additional air pipes fitted at this time.Bridge Deck:-

1 gooseneck 2½" diam. height 36" to mouth air and filling to No(5 A) D.B. tank ✓

1 gooseneck 3½" diam. height 36" to mouth air and filling to No.5 D.B. tank ✓

(CONTINUED SHEET 3)

on the S.S./M.S. "ENDERBY" ex "TEKOA"

Freeboard deck aft.

2 goosenecks 4" diam, height 36" to mouth air and filling to F.W.tank aft. ✓

1 gooseneck 4" diam. height 36" to mouth air pipe to F.W.tank aft. ✓

All the above air pipes provided with wood plugs for closing purposes and screw caps at filling connections ✓

Particulars of gangway cargo and coaling ports:-

Ships side doors 1 port and 1 starboard 5'0" x 5'0" to bridge tween decks previously permanently closed and welded in position now removed and opening in shell plating port and starboard plated over in an efficient manner. ✓

Particulars of Scuppers and Sanitary discharge pipes:-

Deck Scuppers should now read as follows:-

Forecastle Dk:- 1 p. & s. 3" diam., 6'0" below forecastle deck. No valve (existing) ✓

Shelter Deck Forward Well:- 1 p&s. 3" diam. 6'0" below shelter deck. No valve (existing) ✓

Bridge Deck:- 1 p&s. 3" diam. 6'6" below bridge deck open end pipe and discharging through bridge front (existing) ✓

✓ 3 p&s. 8" diam. 6'0" below bridge deck (no valves) and fitted at this time. ✓

Shelter Deck after well:- 1 p&s. 3" diam. 5'6" below shelter deck. No valve (existing) ✓

Shelter Deck in Bridge Space:- 1 p&s. 3" diam. 5'6" below shelter deck with storm valve at shell (fitted at this time) ✓

1 @ 3" diam. and 1 @ 1½" diam. starboard 4'6"

below shelter deck with stormvalves at shell. (Fitted at this time). ✓

✓ Meat Deck:- 3p. & s. 6" diam. open end pipes discharging on to bridge deck and fitted at this time. ✓

Sanitary Discharges should now read as follows

Aft:- Port 1 @ 5" diam. @ 4'6" below shelter deck.

1 @ 2" diam. @ 4'6" below shelter deck.

1 @ 2" diam. @ 5'6" below shelter deck

1 @ 1½" diam. @ 5'0" below shelter deck

Starb. 2 @ 4" diam. @ 4'6" below shelter deck

1 @ 5" diam. @ 4'6" below shelter deck

2 @ 2" diam. @ 4'6" below shelter deck

2 @ 2" diam. @ 5'0" below shelter deck

Midships (Inside the line of bridge ends)

Port 2 @ 2" diam. at 4'6" below shelter deck

1 @ 2" diam. at 5'6" below shelter deck

1 @ 3" diam. at 4'6" below shelter deck

1 @ 4" diam. at 3'6" below shelter deck

1 @ 4" diam. at 4'6" below shelter deck

Starb. 1 @ 1½" diam. at 5'0" below shelter deck

1 @ 2½" diam. at 6'0" below shelter deck

2 @ 3" diam. at 5'0" below shelter deck

1 @ 4" diam. at 3'6" below shelter deck

1 @ 4" diam. at 4'6" below shelter deck

1 @ 5" diam. at 3'6" below shelter deck



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(CONTINUED SHEET 4)

on the S.S./M.S. "ENDERBY" ex "TEKOA"

Port 2 @ 2½" diam. at 3'0" below bridge deck

1 @ 3" diam. at 4'6" below bridge deck

1 @ 4" diam. at 3'6" below bridge deck

1 @ 4" diam. at 4'6" below bridge deck

Starb. 1 @ 2" diam. at 4'6" below bridge deck

2 @ 2½" diam. at 3'0" below bridge deck

1 @ 2½" diam. at 6'0" below bridge deck

1 @ 3" diam. at 4'6" below bridge deck

2 @ 4" diam. at 3'0" below bridge deck

All the above sanitary discharges have been provided with storm valves at shell ✓

The sanitary discharges referred to in previous C11 continuation reports No. 30370 and FBD 2894 have been dispensed with at some previous time and openings in shell plated over. ✓

Particulars of side scuttles.

Side scuttles in crews accommodation aft between upper and shelter decks have at some previous time been replaced by scuttles 12" diam. with hinged deadlights. ✓

One additional 16" diam. side scuttle has been fitted at this time in bridge forward bulkhead starboard side. ✓

Due to fitting additional accommodation in bridge tween decks extra side scuttles have been fitted in bridge side and the numbers should now read Port 42 at 12" diam. and Starboard 34 at 12" diam. and 3 at 16" diam. at 2'6" below bridge deck. All the foregoing side scuttles are of substantial construction and provided with hinged deadlights. ✓

Particulars of Guard rails.

Bridge Deck:-

Forward end of bridge deck and at sides between bridge front and the forward end of forward side houses port and starboard 3 rails 41" high and stanchions 4'0" apart remain as previously fitted. ✓

Side rails between the sidehouses have been removed and side now completely plated in port and starboard in conjunction with the fitting of a meat deck at this time as per approved plan dated 10.7.58. ✓

Side rails between after end of after side houses and after end of bridge deck port and starboard have now been removed and replaced by a suitably constructed bulwark 6'0" high and provided with 2 freeing ports each side 6'0" long x 6" high open slots suitable framed. ✓

Open rails across the after end of bridge deck 3 rails 41" high and stanchions 4'0" apart as previously fitted. ✓

Remaining guard rails are as per C11 report. ✓

Bulwarks have been fitted on meat deck all around sides, ends and openings in the deck 3'5" in height and suitable constructed at this time. ✓

Particulars of Freeing Arrangements:-

All freeing arrangements are as per C11 report except bridge deck at side which has been altered as stated in particulars of guard rails. ✓

No freeing ports have been fitted in bulwarks at side of meat deck or in meat deck side plating at level of bridge deck in accordance with London Letter dated 9th ✓

October, 1958 and suitable scupper and drainage arrangements provided as indicated

on the S.S./M.S. "ENDERBY" ex "TEKOA"

Particulars of Freeing Arrangements:- (Continued)

in particulars of scuppers and sanitary discharges. ✓

Particulars of Closing Appliances.

Forecastle Bulkhead:- Two openings with portable plates secured by hook bolts and hinged steel doors. ✓

Bridge forward bulkhead:- No opening ✓

Bridge after bulkhead:- One hinged steel watertight door port side capable of being operated from both sides. Opening 5'6" x 30" with an 18" sill and fitted at some previous occasion. ✓

One hinged steel weathertight door starboard, capable of being operated from both sides. Opening 4'10" x 24" with an 18" sill and fitted at this time to side of workshop (Not into bridge space). ✓

Access to machinery casing in bridge tween decks, 1 hinged steel door (p&s) opening 5'0" x 24" with 18" sill has at this time been dispensed with and openings in casing side plated over in an efficient manner. ✓

Ash Shoots:-

At some previous time ash shoots (p.&s) removed and openings in shell closed by means of welded spigot plates. ✓ Four deck openings and two openings in Fiddley casing plated over in an efficient manner. ✓

At some previous time bilge and separation discharges (originally discharging into starboard ash shoot have been led overboard through common pipes with storm valve at shell also Sanitary overflow from casing top led overboard. ✓

At this time a small refuse shoot has been fitted in the bridge side from galley.

Opening in shell plating 18" x 15" and shell plating doubled in way of opening. ✓

Refuse shoot substantially constructed and inboard opening closed by a strong hinged steel watertight cover and toggle fastenings. ✓

Due to fitting additional accommodation in bridge tween decks, Nos. 2, 3, & 4 hatchways have been trunked between bridge deck and upper deck. ✓ In accordance with plan approved 10th July, 1958, ✓ The space in bridge tween decks in way of No.3A hatch and oil fuel bunker hatches has been isolated by suitably constructed gastight steel bulkheads and access provided from bridge tween decks by a hinged steel watertight door opening 5'0" x 3'0" with a 6" sill and capable of being operated from both sides.

A hinged steel watertight door has been fitted in port side casing side between shelter and upper decks opening 5'10" x 30" with 9" sill and capable of being operated from both sides, providing access to Engineers Store.

An overhang has been fitted at the after end of bridge deck 6'3" long and plated in at sides. The freeboard assignment has been amended as per London letter dated 24th October, 1958 and the new assignment is as follows:-

Tropical Fresh water	6'4½"	15½" above S
Fresh Water	7'0"	8" above S
Tropical	7'0½"	7½" above S
Summer	7'8"	-
Winter	8'3½"	7½" below S

On completion of alterations the vessel was remeasured for tonnage and the new

tonnages are :- Gross 9494.67  
 Nett 5270.45  
 Under Deck 6183.43