

REPORT OF SHIP SURVEYS AND REPAIRS  
FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Received London

15. NOV. 1965

Ship's Name SS/M/S "INDIAN ENDEAVOUR" (LR 516027)

Gross tons 7306 Port of Registry Calcutta Port Calcutta

Date of build 8-1945 Is there a Rpt 9? Yes Rpt. No. 2030

No. of visits 8 First date 16/10/65 Last date 31/10/65

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? - Last rpt. (H.Q. only) CR 1948

Date of completing rpt. 3/11/65 Surveyed at, if different from Port above

Surveyed afloat and/or in D.D. drydock Last date of examination in D.D. 31/10/65

Has a Load Line Survey been held? No Summer freeboard as verified -

State which additional Rpt. 8 is attached: (Cont); (PS); (~~REPAIRS~~)

Survey fees Drydocking Rs. 285/- Damage fee Wear&Tear Rprs. Rs. 350/- Expenses Trav. Rs. 120/-  
S.A. fee Rs. 400/- (31/10/65) (22, 23, 27 &)

I have surveyed the above-named ship in accordance with the Rules for Drydocking & Wear and Tear Repairs.

Now Found:

- 1) Fabricated rudder post fractured 6" long at each (P&S) side plate at level of top of the top gudgeon. This fracture appears to have started from 2 small fractures in the rudder post face plate in way of the internal centreline web plate and to have extended down and into the top welding of the gudgeon to the face plate, and thence to port and starboard along the welding of the gudgeon and into the side plates. No serious corrosion or wastage found in the structure of the sternframe or in the welding of sternframe and gudgeon in way of these fractures but considerable wastage found in the rudder trunk and deck plating at top of the trunk supporting the pallister bearing in the steering flat. Also, the top pintle found slack in this gudgeon on account of wear down of the lignum vitae strips in the rudder post gudgeon (0.23" clearance). It is considered that this serious fracture could have been the result of vibration on account of slackness of the top pintle, and flexibility of the pallister bearing seating on account of serious wastage.

P.T.O.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

I recommend, therefore, that this ship remain as classed with 10/65 subject to 255 fathoms worn chain cable being renewed by Rule size at earliest opportunity and to all outstanding conditions at present attached to the ships class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

Wrote CAL-~~type~~

TUESDAY 14 DEC 1965

Deferred for equipment  
Ds 10.65 subject (h)  
without precedn (M)

FOR CHAIRMAN  
GLASSN. CITEE

ALSO FOR

SPL FOR

TRO RECORDS DEP

SRL

POSTING

HEADER

CERT

004489-004495-0201 1/4

22 NOV 1965

action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

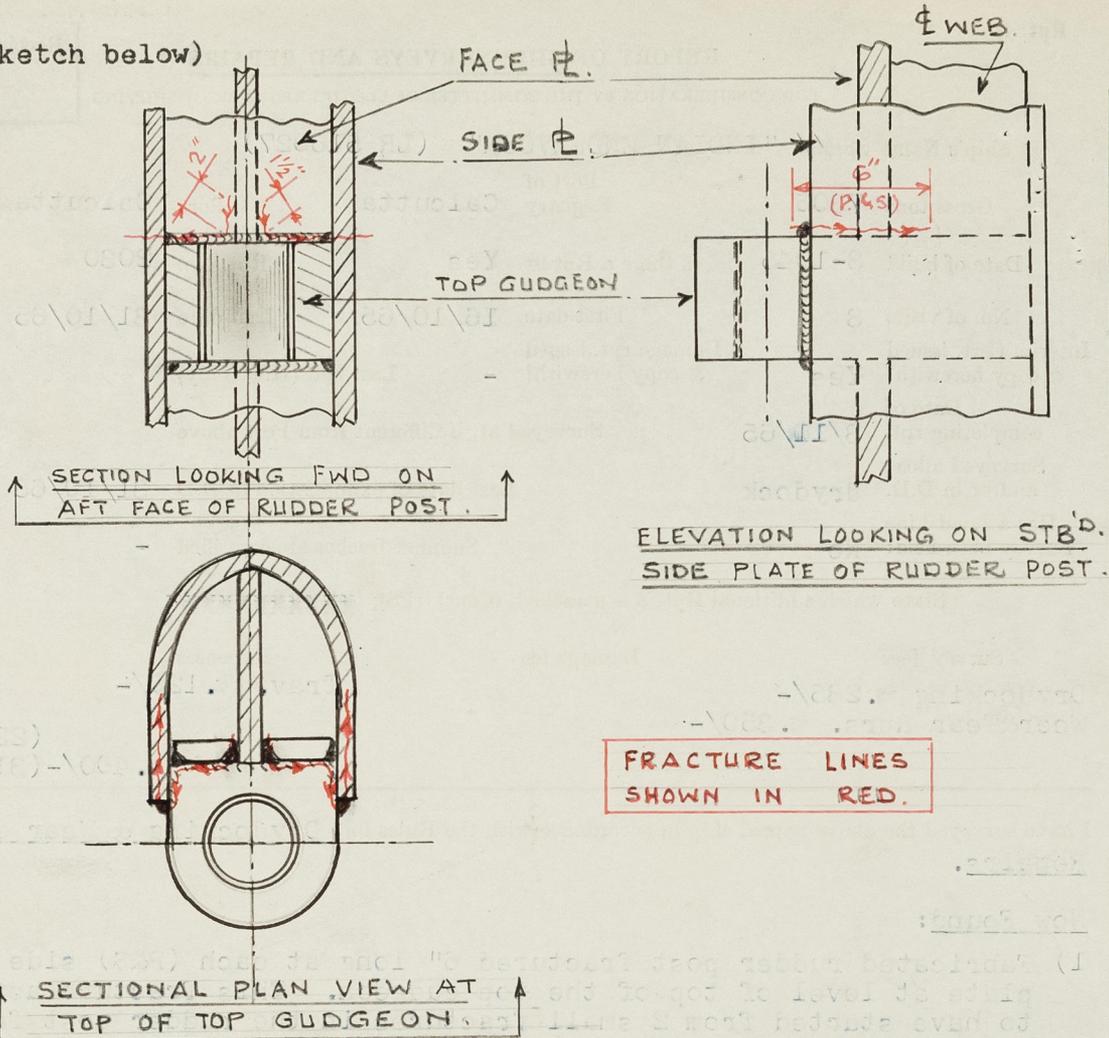
date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

The condition of any item is to be described as "good" only when it has been examined found or placed in good condition and is considered to be acceptable until the due

HUGH CAMERON  
Surveyor to Lloyd's Register of Shipping

Stamp: TRO RECORDS DEP, SPL FOR, SRL, POSTING, HEADER, CERT

(See sketch below)



Now done for permanent repairs

Preparation and Repairs:-

- a) Rudder lifted and removed.
- b) Rudder post side plate fractures veed out to 60° bevel and hand dressed smooth and 3/8" dia. stopper holes drilled at end of fractures.
- c) Fractured welding of top of gudgeon to face and side plates of rudder post removed and dressed off clean of all old weld deposit.
- d) Fractured face plates of rudder post cropped approximately 9" above top of gudgeon each side of internal centreline web plate and 2 pieces removed giving access for internal examination and internal sealing weld to the fractured side plates.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new. Any alterations to existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed, faired and replaced					
Faired or repaired in place					



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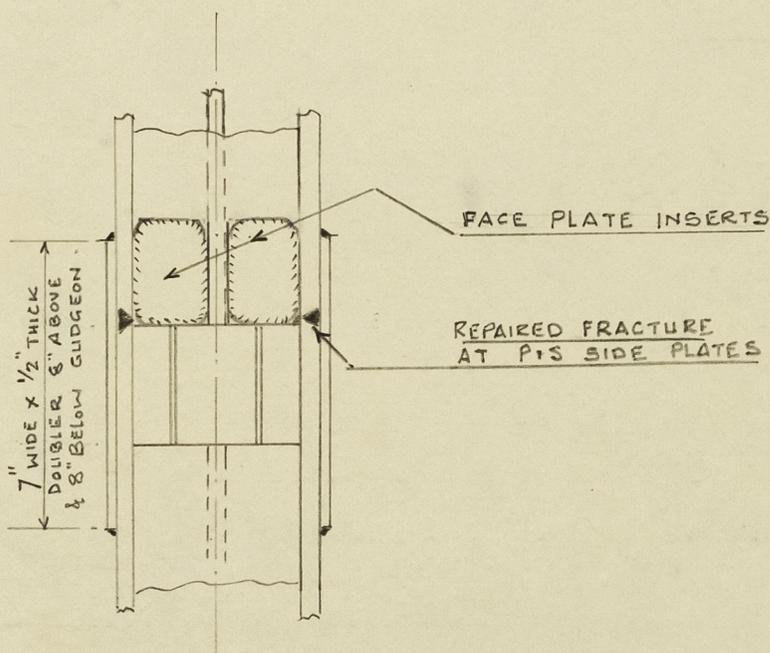
Lloyd's Register Foundation

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- e) Careful pre-heating by oxy-acetylene torch over and beyond entire area of repair, and slow welding process using low hydrogen rods, and slow cooling now carried out.
- f) Fractured side plates welded externally and sealing weld internally to top of gudgeon. The welding dressed smooth and flush externally, and external doubler plate fitted to each side plate covering length of the welded fracture and extending 8" above and below the top and bottom of the gudgeon (See sketch below).
- g) Two new insert face plates now fitted, edges machined and beveled and carefully welded ensuring full penetration to side plates, centreline web plate, and top of gudgeon. Weld deposit dressed smooth by grinding on completion, carefully examined and found free from flaws. (See sketch below).
- h) Top and bottom gudgeons tested for alignment and found good.



SECTION LOOKING FORWARD ON  
AFT FACE OF RUDDER POST.

- 1) Pallister bearing and seating lifted and removed, and wasted deck plating at top of trunk including beams in way now cropped and part renewed and one new deck beam inside trunk 4"x4"x $\frac{1}{2}$ " toe-on welded angle now fitted at after end of Pallister bearing for additional support.
- j) Wasted rudder trunk aft and side plating (P&S) now fully renewed complete with new corner angles.  
Hose tested on completion and all found good and tight.
- k) Rudder, and Pallister bearing refitted, aligned and rudder tested by hand and by power on completion and all found in good working order.

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- (2) Wasted forward coaming plate at No.3 hatch (s.s.) now cropped and part renewed 4'-0"xl'-6"x.44". Examined and hose tested on completion and found good and tight.
- (3) Wasted coaming stay at No.2 hatch (p.s.) now doubled.
- (4) Sundry other minor wear and tear repairs now satisfactorily carried out.

At this time now found P&S anchor chain cables down to and below renewable size per attached calibration sheets checked and verified by me.

It is submitted therefore that 255 fathoms of worn chain cable be renewed at the earliest opportunity by chain cable of Rule size. (Please see covering letter).

Conditions of Class:-

(existing) :

"No.6 D.B. tank top frames and reverse frames etc. to be examined annually and dealt with as necessary".

This tank now examined internally and found to remain efficient meantime. Tank coatings again dealt with at this time. It is submitted, however, that this condition be retained, as now.

insert now:

"255 fathoms worn chain cable to be renewed by Rule size at earliest opportunity". (This refers to recommendation in body of this report).

Appendix:-

(existing):

"Shell plate H.17 (s.s.) set in".

This plate now specially examined and considered to remain efficient meantime. Submitted, therefore, that this appendix item be retained, as now.

For Records:

Fire fighting equipment examined and tested by Government of India Surveyor per Safety Equipment Certificate issued 14th May 1965 valid to 13th May 1967.



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Rpt. 8 (P.S.) DRY CARGO SHIP

Ship's Name SS/MS "INDIAN ENDEAVOUR"  
 Drydocking  
~~Special Survey~~

Port Calcutta

Rpt. No. 2030

In dry dock from 16/10/65

In dry dock to 31/10/65

	<u>Examined &amp; condition</u>		<u>Examined &amp; condition</u>
Shell plating	yes-good	* Air & sounding pipes	above deck-good
Sternframe	yes-good	Doublers under " "	not examined
Rudder	yes-good	Steering arrangements (main)	yes-good
Was rudder lifted?	yes	" " (aux)	yes-good
Plating, etc. in way of shell openings	yes-good	Masts & standing rigging	from deck-good
Side scuttles & deadlights	not examined	Hand pumps & suction	not examined
Overbd. scuppers & discharges	not examined	W.T. doors	not examined
F.P. spaces	not examined	Bulwarks, freeing ports, etc.	yes-good
Chain locker	not examined		
A.P. spaces	part-good		
Engine space	not examined		
Boiler space	not examined		
Under E. & B.	not examined		
Coal bunker	not examined		
Tunnel & well	not examined		
Cement, asphalt, etc., on btm. shell	not examined		
Weather decks	yes-good		
* Casings	yes-good		
* Deckhouses	yes-good		
* Superstructures	yes-good		
* Skylights	yes-good		
* Companionways	yes-good		
* Hatchways	yes-good		
* Ventilators	yes-good		

EQUIPMENT:

Equipment letter a † 2"SQ ✓  
 Fee ltr., if diff. from eqpt. ltr. -  
 Anchors: No. on board 3B - good  
 State if ranged ranged  
 Length on board 270 fms  
 Cables { Mean dias. range from (see body of Rpt).  
 Rule length 270 fms Dia. 2"SQ  
 Mooring ropes Sufficient.  
 & 1 25/32

Other items:

Steering flat yes-good  
 rudder trunk yes-good  
 Transom space yes-good

\*These items to include their closing appliances  
 Where a part Special Survey and, say, Dry Docking Survey are held at the same time, the items for SS should be marked "For SS"



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 HUGH CAMERON.  
 Surveyor to Lloyd's Register of Shipping  
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