

Now Named "INDIAN NAVIGATOR"

Rpt. 1.

STEEL STEAMER ~~OR MOTORSHIP~~

Received at London Office

State if Report has been sent on the Freeboard of the Vessel Yes

State if Report is sent on the Machinery of the Vessel No

Date of completion of report MAY 7th 1947 Port of Los Angeles, Cal. No. 3398

Survey held at Los Angeles Harbour Date First Survey 28th March Last Survey APRIL 30th 1947

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Steel Single Screw Steamer "U.S.S.R. Victory"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erection Forecastle

TONNAGE under Tonnage Deck... CLASS 100 A 1 (Contemplated) State if with freeboard as condition of Class No Built at Los Angeles, Cal.

Do. of space or spaces between Tonnage Dk. and Upper Dk. Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 436.58 Launched 1944 Yard No. V3

Total Breadth (greatest moulded) 62.0 Builders California S.B. Corp.

Gross Tonnage 7612 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 38.0 Owners India Steamship Co. Ltd

Register Tonnage 4555 1st Longitudinal Number (L x D) 16590 Managers (Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D) 43658 Residence

REGISTERED DIMENSIONS. Framing Depth "d," at middle of length. See Sec. 3 (1d) 14.0 Port of Registry Calcutta

Length 439.1 Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.46 If surveyed while building, afloat, or in dry dock

Breadth 62.1 Do. Long Bridge to top of keel 28.5 while afloat and in dry dock

Depth 34.5 Draught Moulded

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	36 ✓		Bracket Floors, Frame	-	
" " from 1/2 length amidships to Collision bulkhead	30 ✓		" " Reversed Frame	-	
" " in peaks	24 ✓		" " Vertical Struts	-	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	48 x .53 ✓	
Frame Amidships, Angle, E or F <u>inverted</u>	9 4 .56 ✓		" " top Angles	C ₁ Girder welded to shell and inner bottom.	
" " Extends up to	2nd Deck ✓		" " bottom Angles	2 x .53 inboard. .50 outboard.	
Reversed Frame Amidships, Angle	-		Side Girders, No. each side and thickness	2 x .59 in B.R.	
" " Extends up to	-		Margin Plate depth (excl. of flange) and thickness	33 x .53 ✓	Elsewhere.
Depth of Framing Girder	9 ✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	E.W. ✓	
In Nos 1 and 5 Tween Decks	9 4 .56 ✓		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	None ✓	
Frames in Uppermost Continuous Tween Decks, Angle E or F <u>inverted</u>	7 4 .44 ✓	Elsewhere	" " Gussets, spacing and scantling abaft 1/4 len. from stem	None ✓	
" " Second Tween Decks, Angle, E or F <u>inverted</u>	9 4 .56 ✓	inverted	" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	None ✓	
" " Third Tween Decks, Angle, E or F <u>inverted</u>	8 x .50 ✓	E.W.	Tank Side Brackets, height above base line at toe of Frame and thickness	96 - .50 ✓	
Frames in Nos 1 Hold - Flat bar from 1/2 len. forward to 15% len. from Stem <u>inverted</u>	9 4 .56 ✓		INNER BOTTOM PLATING.		
" " in Peaks, Angle E or F <u>inverted</u>	8 4 .44 ✓		Breadth and thickness of Middle Line Strake	51 x .53 ✓	in B.R. .50 in E.R. Elsewhere.
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	Frames E.W. to shell. ✓		Thickness of remainder in Holds	59 ✓	in B.R. .53 in E.R. Elsewhere.
State if Frame Joggled	No ✓		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	50 ✓	As submitted ✓
State the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	As submitted ✓		BEAMS.		
State the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	As submitted ✓		Uppermost Continuous Deck, amidships	8 4 .44 ✓	Trans. Inv. L
ANGLE BOTTOM.			" " in Wells, Angle E or F <u>inverted</u>	15 3.4 33.9 ✓	Long E
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, E or F <u>inverted</u>	on every frame Trans. Long. ✓	
Height of Brackets at side above base line at toe of frame			Spacing	33 1/2 ✓	Trans. Long. ✓
Middle Line Keelson, on Floors, Angles, E or F <u>inverted</u>			Second Deck, amidships, Angle, E or F <u>inverted</u>	9 4 .56 ✓	Trans. Long. ✓
" " Through Plate or Intercoastal Plate			Spacing	33 1/2 ✓	Trans. Long. ✓
" " Foundation Plate on Floors			Third Deck, amidships, Angle, E or F <u>inverted</u>	9 4 .56 ✓	Trans. Long. ✓
" " Flat Plate Keel Angles			Spacing	33 1/2 ✓	Trans. Long. ✓
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, E or F <u>inverted</u>		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Poop Deck, Angle, E or F <u>inverted</u>		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	in E.R. .50 - 36 ✓		Bridge Deck, Angle, E or F <u>inverted</u>		
" " in B.R. .53 - 36 ✓			Spacing		
" " Elsewhere .44 - 36 ✓			Forecastle Deck, Angle, E or F <u>inverted</u>		
" " Are Frame and Reversed Frame joggled?	None ✓		Spacing		
Bracket Floors, breadth and thickness at middle line	-				
" " breadth and thickness at margin plate	-				

PILLARS AND DECKS.

PILLARS, No. of Rows	INCHES IN SHIP.				Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	
One - on C-Line at hatch ends.								
in 'tween Decks, Size and Spacing	10	10	77	lbs	I ✓			
" " " "	14	16	142	lbs	I ✓			
in Holds	14	16	123	lbs	I ✓			
" " " "	-							
Centre Line Bulkhead.								
Stiffeners and Spacing	-							
Plating, thickness of	-							
STRINGERS AND DECKS.								
Uppermost Continuous Deck.								
Stringer Plate, breadth and thickness in Wells	87	x	94					
" " " " in way of Bridge	-							
Angle in Wells	6	6	33	lbs.				
Thickness of Plating abreast Deck openings in way of Wells	81							
Thickness of Plating abreast Deck openings in way of Bridge	-							
Thickness of Plating within line of openings.	38							
If Sheathed, material and thickness	not sheathed							
Second Deck.								
Stringer Plate, breadth and thickness in Wells	86	x	44					
Stringer Plate, breadth and thickness in way of Bridge	-							
Thickness of Plating within line of openings.	-							
If Sheathed, material and thickness	-							
Third Deck.								
Stringer Plate, breadth and thickness	50	x	41					
If Plated, state thickness	31							
Fourth Deck.								
Stringer Plate, breadth and thickness	-							
If plated, state thickness	-							
Poop Deck.								
Stringer Plate, breadth and thickness	-							
Plating, Sheathing, material and thickness	-							
Bridge Deck.								
Stringer Plate, breadth and thickness	-							
Plating, Sheathing, material and thickness	-							
Forecastle Deck.								
Stringer Plate, breadth and thickness	41							
Plating, Sheathing, material and thickness	41							

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.	
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	RIVETS.	No. of Rows of Rivets	RIVETS.
	Breadth.	Thickness.	Thickness.	Thickness.					
FLAT PLATE KEEL	51	81	81	81					
" DBLG. (if any)	-	-	-	-					
BOTTOM PLATING, No. of Strakes	4	72	81	72					
BILGE PLATING, No. of Strakes	2	72	69	50					
SIDE PLATING, No. of Strakes	3	69	56	47					
UPPER DECK, Sheer-strake in Wells	51	81	47	47					
UPPER DECK, Sheer-strake in Bridge	-	-	-	-					
STRAKE BELOW Sheer-strake in Wells	-	69	47	47					
STRAKE BELOW Sheer-strake in Bridge	-	-	-	-					
POOP SIDE PLATING	-	-	-	-					
BRIDGE SIDE PLATING	-	-	-	-					
FORECASTLE SIDE PLATING	-	-	41	-					

All shell seams and butts electrically welded

WATERTIGHT BULKHEADS.

WATERTIGHT BULKHEADS.					FORGINGS and CASTINGS.				
Total No. of W.T. BULKHEADS in Vessel	7				KEEL, Bar	Flat plate keel			
Extending to Upper Deck (Sec. 3 c)	7				STEM	m.s. plate C.S. shaped			
" Deck next below	-				STERN FRAME	Propeller Post Rudder			
As per Rule	7				Speed of Vessel	17 knots			
					RUDDER—Type	Contraguide			
					" A x D	14"			
					" Diam. of head	20" d.o. x 1" m.s. Tube			
					" Mainpiece at top pintle	built into rudder			
					" heel	Fabricated and welded			
					" how constructed	Double - 50"			
					" double or single plate coupling, vertical or horizontal	Horizontal - 6-3 3/4 d. bo			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

To the requirements of the American Bureau of Shipping.

Has the Steel been tested as required by the Rules?

EQUIPMENT No. 45028

LETTER C+✓

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
SF 2810	1st Bower.....	84. 9390	less	60. 135 260	77 ✓	Baldt Stockless	Columbia	San Fran. 4.3.44 AB.
SF 2811	2nd "	82. 9350	"	60. 135 260	"	"	Steel C ^a	"
	3rd "						Pittsburgh, Cal	"
	Collective Weight.				219.5 ✓			
SF 3115	Stream	30. 3420		21. 66220	22. ✓	"	"	25.3.44 AB.

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE		Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Fathoms.	Diam.	Stagn.	Break.	Supplied.	Per Rule.	Fathoms.	Diam.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
PH 7540	210	2 1/8	185	258	54784		300	2 1/8	C.S. Net. Malt. + Stud Steel Casting.	Pittsburg	12.2.44 AB	TOWLINE.	130	5 1/2	873.	130	5 1/2
PH 7539-A	90	"	36	530	23466					"	"	HAWSERS & WARPS	6x 120	8 1/2		2x100	6x24
TOTAL	300				78250								2x 120	3.		2x100	2 3/4
Iron Stream Chain or Steel Wire	90	4 3/4		12600			120	5			Phil. 1.3.44. A.B		2x 90	2 3/4			

Steering Gear, Type (Power or hand) *Electro-Hydraulic-Telemotor control.* Alternative Means of Steering *Hand Hydraulic Pump at Engine*

Steering Chains (Size and Test) *5 1/2" fir in square of hatches* Windlass *Electric - American Hoist* Boats *2 lifeboats 2 motorboats* Steel *24'x8'x3.72*

Decking in Holds, thickness and material *Steel plates and shapes, E.W.* Cargo Battens, thickness, material and spacing *2 1/2" - 10" clear.*

Go Hatchways.—(Upper Deck) *Nos 1, 2 and 3 - Pontoon type covers* Thickness of Hatches *Nos 4 and 5 - 2 5/8" Fir.*

of Hatchways No. 1 (Fwd.) *22'4" x 25'* No. 2 *22'4" x 24'* No. 3 *22'4" x 36'* No. 4 *22'4" x 36'* No. 5 *22'4" x 24'* No. 6 *—*

Number of Shifting Beams *Nos 1, 2 and 3 - pontoon type steel covers; N° 4-7; N° 5-5.*

and/or Fore and Afters

Builder's Signature

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel. *Yes ✓*

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. *No ✓* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

vessel was originally built under the special supervision of the Surveyors to the American Bureau of Shipping and classed with that Society. ✓

scantlings and arrangements have been examined where exposed and found to be in accordance with the submitted drawings. ✓

Special Survey for Classification has been completed (see Rpt. 8) and the vessel's condition standard of workmanship, as now seen, is considered to be good and satisfactory. ✓

can be carried as fuel in Nos 1, 2, 3, 4B & 5 double bottom tanks, in Nos 4A, 4B and 5 Deep Tanks and in oil fuel settling tanks, F. P. above 150°F. ✓

steering gear, windlass and bilge suction examined under working conditions and found satisfactory.

particulars of the vessel's equipment were taken from the endorsed test certificates issued by the American Bureau of Shipping. ✓

Amount of Entry Fee £ : : Fees applied for, *MAY 10th 1947* (Special notations, where part of class, to be stated.)

Special Survey Fee..... £ *# 1515.00* Received by me, *MAY 23rd 1947*

Travelling Expense, if any £ : *4.00*

Whether the Vessel has been built under Special Survey *No*

Signature *A. Kirlova* *100 AI* *(contemplated)*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Date of issue *19/8/47*

Committee's Minute *NEW YORK JUN 11 1947* *J.G.J.*

Character assigned *100 AI - 5,47 L.A.N. subject.*

Fitted for oil fuel F.P. above 150°F.

Classed 5,47 S.S. L.A.N. - 5,47, L.M.C. - 5,47.

T.S. 4,47.

NOTE-ELEC. WELDED CRUISER STERN. D.F.-E.P.D.-GYC.-RADAR 2 W.T.B. (SPT) 125002. ELEC. LIGHT C.L.

20.11.210/47. NYK L. 31.10.47

0201 212

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and List of the Plans should be embodied.)

This vessel is of the Victory type as built by California S.B. Corp; Los Angeles, Cal.

Sister Vessels:-

S.S. "United States Victory" - Los Angeles Rpt. N° 3392
S.S. "Temple Victory" - " " " " 3380
S.S. "Norway Victory" - " " " " 3389

PLANS REPRESENTING THIS SHIP WERE SENT WITH 1ST ENTRY REPORT ON THE S.S. "TEMPLE VICTORY" - L.A.N. Rpt. N° 3380.

PARTICULARS OF ELECTRIC WELDING (if employed)

Electric welding employed throughout, except upper deck stringer angle riveted to shell and to deck.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Electrically welded; Cruiser Stern Direction Finder; Echo Sounding Device; Gyro Compass; Fitted for oil fuel F.P. above 150° F. Radar.

Particulars of Drop Test of Cast Steel Anchors, viz:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower —
2nd " —
3rd " —

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge — ft., Forecastle 89.2

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 245257 Signal Letters KWOQ Extreme Breadth over Belting No belting. Over-all Length 455.25'

No. and Material of Decks 3 decks Steel 2 Ors, 3rd dk in NBS 2+3 holders. (see letter 8-8-47).

Parts of Bottom of Vessel coated with cement or approved composition Fore peak end aft peak tanks cemented.

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included)

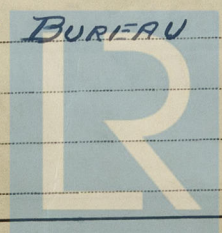
Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, fr. 95-122	81.0	356.3	Fore peak tank, Stem-14	29.5	106.0
Double bottom, under Engines and Boilers, 79-89	30.0	128.0	After peak tank, 147-Stem	16.0	31.0
Double bottom, if under Engines only, C.D. 78-79	3.0	18.0	Deep tanks aft, 95-139	132.0	164.0
Double bottom, if under Boilers only, C.D. 89-90	3.0	36.0	Deep tank, forward, Potable water tank.	12.0	31.0
Double bottom, forward, 37-147	110.0	428.2	Other tanks, if fitted, DEEP TANK FORD. 14-37.	57.5	28.0
Total length (if continuous) and Capacity	255.0	1242.1	(If necessary, furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys held while building

SURVEYED BY AMERICAN BUREAU OF SHIPPING



Lloyd's Register Foundation
Total No. of Visits