

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

F-4289

Ship's Name "JAG VIJAY"

Official No. 167860

Memorandum of alterations reported since ship was surveyed for assignment of Load Lines in 1952.

The following alterations have been carried out at this time:-

- 1) No.3 Hatch and Cross bunker hatch on upper and 2nd decks made continuous.

UPPER DECK

Dimensions of New hatch - 25'-6" x 20'-0" Coaming 30" x .44".

Horiz. stiffr. - 8" x 3½" x .44" B.A.

Brackets - Sides - 4 P. & S. Ends - IF.

Hatch Beams - 5 @ 51" spacing.

New Hatch beams fitted (2 in No.)

Bearing Surface - 3"

3" wood hatch covers fitted F & A. bearing surface on beams 4½".

Hatch cleats spaced 24" (max.) apart and 2 tarpaulins.

Wood covers, battens, wedges and locking bars in accordance with Rule Requirements.

Hatch side under deck girders and end beams increased as necessary.

75x8 F.B.
WEB 400x12 ¼"
250x16 ¼" TOP & BOTTOM.

- 2) Wing bunker hatch (P. & S.) on upper deck removed at this time and openings permanently closed with 12 m/m thick steel plate.
- 3) Additional skylights (2) fitted on upper deck aft as follows:-
Within line of hatch in way of former tonnage well (S) and immediately forward of after deckhouse (P).
Each opening 500 x 500 m/m, Coaming 650 x 9m/m closed by hinged steel W.T. cover secured by 6 toggles. Substantial bull's eye fitted with protection bars.
Canvas cover provided.
- 4) After deep tanks subdivided at this time lower portion becoming fuel oil tank (P & S) and upper portion water ballast tank (P & S).
Existing air pipe to deep tank (P & S) now serves upper deep tanks. New air pipe fitted on upper deck (P & S) 5" dia. x 36" in height, closed by wire gauze and steel cover.
- 5) Ventilator at forward end of forward deckhouse (P & S) removed at this time and openings plated over.
Derrick post, 730m/m dia. (P & S) extending to 2nd deck and also acting as ventilator now fitted. Upper deck in way of same suitably compensated.
- 6) W.T. Bulkhead No.93 in hold and tween deck removed at this time.
Original N.W.T. bulkhead No.86 now made watertight to upper deck. (In tween deck, bhd. stepped to Fr.77½ P. & S.).
- 7) Existing tween deck scupper at Fr.Nos.93/4 P & S discharging into hold bilges removed at this time and similar scupper fitted between Frs.86/7 (P & S).
The following additional overboard discharges have been fitted at this time:-
1-2" dia. sanitary discharge (P. & S.) from forward midship accommodation on upper deck led overboard below freeboard deck with bronze N.R. valve at ship's side.
1 - 2" dia. sanitary discharge (P. & S.) from after midship accommodation on upper deck led overboard below freeboard deck with bronze N.R. valve at ship's side.

J. R. Wilson
J.R. Wilson
Surveyor to Lloyd's Register of
Shipping, Kobe (Mukaishima)

2nd February, 1957.

Copy of above placed on board vessel.



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