

Ship's Name SS/M/S "JANANI" Gross tons 4111
 Is there a rpt. 9? Yes Port Calcutta Rpt. No: 124
 No. of visits 7 First date 1/2/63 Last date 20/2/63
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? Last rpt. (H.Q. only) CML 4212
 Date of completing rpt. 20/2/63 Surveyed at, if different from Port above -
 Surveyed afloat and/or in D.D. both Last date of examination in D.D. 10/2/63
 Has a Load Line Survey been held? Yes Freeboard Marks verified Yes
 State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig) (Cont) (PS)
 Survey fees Damage fee. Expenses
 Docking Rs. 260/- W/T Repairs Rs. 350/- Travelling Rs. 70/-
 Cablegrams Rs. 96/- S.A. fee -

have surveyed the above ship in accordance with the Rules for Docking, Conditions of Class, and Periodical Loadline Surveys.

B.

Owners requested minimum repairs for one years service.

As a result of this survey, however, the minimum essential repairs were not acceptable to Owners, and they have requested minimum repairs in order to sail the vessel on a single voyage to Bombay for sale as scrap at that port.

Minimum essential permanent and temporary repairs now carried out as hereunder.

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

Wear and Tear Repairs:-

Wind and water strakes (P&S) forward and aft of machinery spaces found corrugated and thin.

Now done as permanent repairs

- Corroded and leaky rivet points in upper seam of shell plates D.1 and 2 (Stb) now cap welded.
- Wasted upper seam and thin upper portion of shell plates D.1 and 2 (Port) now cropped 18" for full length and this portion renewed.
- Shell plate H.3 (s.s.aft) now renewed completely where found excessively thin ($3/32"$ to $3/16"$) and corrugated.
- Shell plate G.7 (s.s.aft) now cropped and upper half renewed over full length where found corrugated and thin.
- Shell plate H.4 (p.s.fwd) now cropped and bottom half renewed over full length where found buckled, corrugated and thin.
- Shell plate G.2 (s.s.aft) now renewed completely where found fractured, corrugated and wasted at heels of frames.

P.T.O.

I recommend that this ship remain as classed with ~~/s.s.aft~~ fresh record of dry docking 2/63 subject to all plating (P&S), side frames in holds, longitudinal bulkheads in tween deck and holds, tween deck plating and hatch coamings and closing appliances, tonnage well bulkheads and deck and ventilators, weather deck plating where thin, and rudder top plate being dealt with no later than on arrival in Bombay from present voyage (limit 3/63), and subject to all outstanding conditions at present attached to the ship's class being dealt with as previously recommended.

These 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 MONDAY - 1 APR 1963

Minute DS2-63, subject (h. m.)
 TS 2-63.

Hugh Cameron

HUGH CAMERON.

Surveyor to Lloyd's Register of Shipping

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Now done as temporary repairs.

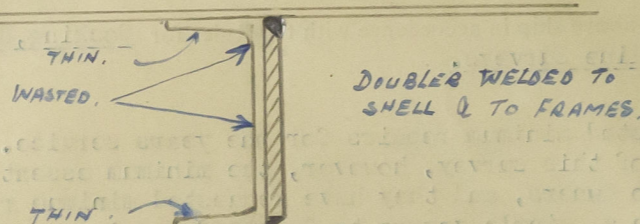
- (g) Shell plate G.4 (s.s.fwd) doubled internally and externally where found wasted and holed at heel of frame.

NB. This plate together with shell plates G.5, H.5 and 6 found corrugated but considered efficient meantime for a single voyage only Calcutta to Bombay.

It is submitted shell plating (P&S) be drill tested and dealt with as necessary on the ships arrival at Bombay.

- (2) Main side frames (P&S) found thickly scaled, and in Nos.4 and 5 lower holds (Stb) these frames found wasted through on webs, thin on flanges, and beam knees buckled and weak. These frames and knees in No.4 and 5 hold (stb) require to be renewed, but at Owners special request temporary repairs only now carried out as follows:-

- (a) Thirteen side frames in No.4 lower hold (Stb) now doubled by $3/8$ " plate for full depth of webs where completely wasted, and doublers welded to inner shell to provide support for plating, (see sketch).



- (b) beam knees at these frames stiffened by welded flat bars full depth of throat.
- (c) As additional support to all side frames in No.4 hold (Stb) and to prevent further deformation and tripping of these frames, a new side stringer (runner) comprising $8 \times 6 \times 1/2$ " angle now run all fore and aft at half depth of hold welded to toes of frames and deep bracketed to terminal bulkheads.

These temporary repairs considered efficient for the single voyage only Calcutta to Bombay.

It is submitted side frames in No.4 hold (Stb) be renewed, side frames in No.5 hold (Stb) be examined and renewed as found necessary, and all other side frames in holds throughout ship be thoroughly scaled, examined, and dealt with as found necessary on ships arrival at Bombay.

- (3) Main hold transverse bulkheads, found further deterioration since our Rpt.8 No.20894. As temporary repairs, further doublers now fitted to wasted and holed plating as follows:-
- No.1 lower hold aft bhd - 21 doublers fitted in same manner as shown by our previous Rpt.3 - 20894.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated on account of damage, the alleged cause of which must be given, should be detailed separately from wear 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 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 and faired or replaced					
Faired or repaired in place					

(cont.)

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No.2 lower hold aft bhd - 41 doublers fitted as above.

No.4 lower hold aft bhd - 5 doublers fitted as above.

All bottom bkts of transverse bulkhead stiffeners found thin.

It is submitted hold transverse bulkheads be dealt with as previously recommended.

- (4) All longitudinal bulkheads in holds and tween decks as hatch end and deck supports found wasted through at bottom. In No.3 lower hold the longitudinal bulkhead plating found completely wasted away top to bottom, but the stiffeners considered efficient meantime to act as pillars.

At Owners special request nothing done at this time being considered efficient only for the single voyage Calcutta to Bombay.

It is submitted, all tween deck and lower hold longitudinal bulkheads be dealt with as found necessary on the ships arrival at Bombay.

- (5) (a) Tonnage well forward bulkhead found wasted and holed full breadth at bottom.
- (b) Tonnage well after bulkhead found wasted at wings.
- (c) Tonnage well deck plating found completely wasted.
- (d) Ventilators in tonnage well (P&S) found completely wasted away at bottom for about 3" to 6" above deck.
- (e) Freeboard deck main hatch coamings wasted, thin and buckled, and at Nos.1 and 2 hatches the coamings completely wasted through.
- (f) Freeboard deck access hatches found to require complete overhaul.
- (g) 2" dia. holes found cut at intervals in freeboard deck stringer plates, and this deck plating found generally thin corroded and wasted away in parts and wavy in way Nos.4 and 5 hatches.
- The following drill tests of this deck now recorded.

	STRINGER PLATE		STRAKE ADJACENT HATCHWAYS (i.e. outboard of side coamings)	
	Port	Stb.	Port	Stb.
in way No.1 hatch.	$3/16$ " - $1/3$ "	$7/32$ "	$5/32$ - $1/3$ "	$3/16$ "
in way No.2 hatch.	$3/16$ "	$1/4$ " - $7/32$ "	$3/16$ "	$1/4$ " - $3/16$ "
between Nos.2 & 3 hatches.	$1/4$ "	-	$3/16$ "	-
in way No.3 hatch.	$1/4$ "	$1/4$ "	$3/16$ " - $5/32$ "	$3/16$ "
between Nos.3 & 4 hatches.	$3/16$ "	-	$9/32$ "	-
in way No.4 hatch.	$3/32$ "	$3/16$ "	$5/32$ "	$5/32$ "
in way No.5 hatch.	$5/32$ "	$3/16$ "	$3/16$ "	$3/16$ "
in tonnage well.	completely wasted throughout.			

In view of the major repairs required to bring the freeboard deck and tonnage well etc. up to Rule requirements and at Owners special request, nothing done at this time except to weld doublers over holes in stringer plate (P&S on freeboard deck. In consultation with Government of India Surveyor it was agreed to close the weatherdeck as for a Closed Shelter Deck ship, and to restrict draught for the single voyage from Calcutta to Bombay to a maximum of 17'-0".

- (a) Tonnage hatch on weather deck now closed watertight by welded steel plate cover suitably stiffened.
- (b) Tonnage well scuppers (P&S) now closed watertight and extended spindles to weather deck uncoupled at valves.
- (c) All weather deck hatch boards now thoroughly examined and renewed where found necessary.
- (d) One new tarpaulin now provided at each weather deck hatchway to replace tarpaulins found short in length and breadth.

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- (e) All main hatch securing arrangements examined and placed in good order.
- (f) Masthouse entrances to tween decks now thoroughly examined, securing toggles overhauled and made workable, and wasted sills at companionways etc. now doubled as found necessary.
- (g) Vent and air pipes plugs and covers now examined in position and found satisfactory.
- (h) Tweendeck side scuttles examined and found good.
- (i) All other freeboard items at weather deck, forecastle, and deckhouses including storm valves examined and placed in good order for the proposed voyage Calcutta to Bombay.

It is submitted therefore, that the freeboard deck hatch coamings, closing appliances, deck plating, and complete tonnage well be dealt with as necessary on the ships arrival at Bombay.

- (6) The weather deck found slightly wavy abreast No.4/5 hatch (Port) and opportunity now taken to drill test this deck as follows:-

	STRINGER PLATE		STRAKE ADJACENT HATCHWAYS	
	PORT	STB.	PORT	STB.
in way No.1 hatch	5/16"	5/16"	-	5/16"
in way No.2 hatch	7/16"	7/16"	11/32"	5/16"
at Bridge house.	1/2"	1/2"	-	-
in way No.3 hatch	1/2"	7/16"	7/16"	3/8"
in way No.4 hatch	7/16"	3/8"	3/8"	5/16"
between Nos.4&5 hatches	5/16"	7/16"	3/8"	1/4"
in way No.5 hatch	7/16" - 3/16"	7/16"	5/16" - 1/4"	1/4"

Nothing done at this time but it is submitted the weather deck plating be examined and dealt with as found necessary on the ships arrival at Bombay.

- (7) Bulwarks amidships found fractured at some stays and connections to sheerstrake. Fractured stays and bulwark plating connections now welded. These appear to have been welded at some previous date and would seem to be the result of loading and working stresses.
- (8) Bottom shell plates in "B" and "C" strakes under No.4 hold (Stbd) found indented, but considered efficient meantime. It is submitted these plates could be examined and dealt with as found necessary at the Special Survey.
- (9) Rivets and caulking seam of shell plates connection to sternframe found leaky. Leaky rivets and caulking seams now welded and found good on completion of repairs.
- (10) Rudder top and bottom pintles found loose in bearings, and leading edge of rudder plate found completely wasted and holed for full depth. Rudder bottom pintle bush now renewed. (N.B. This was taken in hand before Owners ultimate decision to scrap ship, therefore nothing done to top pintle which is considered efficient meantime for the voyage Calcutta to Bombay). Wasted and holed leading edge of rudder plate now fitted with welded doubler (wrapper plate) full depth. Repairs examined, rudder swing and all found in good order on completion of repairs, but it is recommended that rudder top pintle bearing be examined and dealt with as necessary on the ships arrival at Bombay.

All repairs examined and hose tested on completion and found satisfactory.

Conditions of Class:-

- (Existing): (a) "Bottom shell plating in way No.2 D.B. sounding pipe (s.s.) (leakage)". No.2 D.B. tank now examined internally and externally and no sign of leakage found. Striking pad

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under sounding pipe found to be in good order. Submitted therefore this item could be removed as a condition of Class.

- (b) "Holed bottom shell plating in way sounding pipe of No.5 D.B.tank (s.s.)" 1/2" Welded plate doubler now fitted over hole in bottom plating inside No.5 D.B.tank, and plug welded to doubler externally. Submitted, therefore, this item could now be deleted as a condition of class.
- (c) "Wasted bulkheads between Nos.1/2, 2/3, 4/5 holds and air pipes and casings in holds to be dealt with as necessary 10/62". Nothing done at this time (see item 3 under W/T Repairs in body of this report). It is submitted this be retained as a condition of class.

Insert now:

- (a) Shell plating (P&S), side frames in holds, longitudinal bulkheads in holds and tween decks, freeboard deck plating, hatch coamings, closing appliances, tonnage well bulkheads, deck and ventilators, weather deck plating where locally thin, and rudder top pintle be dealt with no later than on arrival at Bombay from present voyage (3/31.3/63).
- (b) Indented bottom shell plates in "B" and "C" strakes (ss) to be examined and dealt with as found necessary by the Special Survey.

Appendix: NIL

Special Notes: Bombay Surveyors being informed and provided with a copy of this report.

The Government of India have agreed to the Load Line certificates being withdrawn, which are now returned herewith, and short term Load Line certificates valid only for the single voyage Calcutta to Bombay have been issued in lieu (copy attached). Likewise the Government of India is issuing a port clearance certificate valid only for the voyage to Bombay and are instructing the Owners that the ship must not leave that port without undertaking permanent repairs.

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Docking Survey

~~SS/XXXXXXXXXXXX~~

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Examined & conditionExamined & condition

In dry dock from 1/2/63

*Air & sounding pipes above Deck - good

" " " to 11/2/63

Doublers under " " part examined - good

Shell Plating satisfactory

Steering arrangements (main) good

Sternframe good

" " (aux) good

Rudder satisfactory

Windlass good

Was rudder lifted? no

Masts & rigging from deck - good

Plating, etc. in way of shell openings satisfactory

Hand pumps & suction not examined

Side scuttles & deadlights good

W.T. doors not examined

Overbd. scuppers & discharges good

Bulwarks, freeing ports, etc. good

F.P. spaces not examined

Summer freeboard as verified 2' - 6½"

Chain locker not examined

" A.P. spaces not examined

Engine space not examined

Boiler space not examined

EQUIPMENT :

Under E. & B. not examined

✓ Equipment letter y

Coal bunker not examined

Fee ltr., if diff. from eqpt. ltr.

Tunnel & well not examined

Anchors : No. on board 3 B not examined

Cement, asphalt, etc., on btm. shell not examined

Weather decks satisfactory

Cables { State if ranged no
Length on board stated to
Mean dias. range from be correct.^{to}
Rule length 270 fms. Dia. 2.3/16"
Mooring ropes sufficient.

*Casings good

*Deckhouses good

*Superstructures good

*Skylights good

*Companionways good

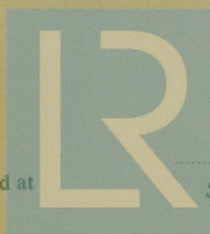
*Hatchways at weather decks only-good

*Ventilators at weather decks only-good

Other items :

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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