

REPORT of SURVEY for REPAIRS, &C.

Date of writing report 3-8-57 When handed in at Local Office 3-8-57 Port of BOMBAY
Survey held at BOMBAY Date, First Survey 18-4-57 Last Survey 30-7-1957
(No. of Visits 31)

No. in Reg. Book 64673 on the Wood, Iron or Steel S.S. "JALAKANTA" No. 2) YEAR MONTH
Built at Richmond By Whom Permanente (Shpyd) When 1943

TONNAGE:—
GROSS 7180 Owners Scindia Steam Navigation Co. Ltd. Owners' Address
UNDER DK. -- Managers Port belonging to Bombay
NET 4464

Surveyed Afloat or in Dry Dock? Both Name of Dock Princes Dock & Moreweather Dry Dock Destined Voyage
WB=C&D Bor D Ba feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons } precisely as in Register Book and Supplements.)

N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined.
Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating especially in the boiler space.

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler surveys (including date of N.B., if any).
<u>100A1</u>	<u>4-56</u>	<u>LMC 1-52</u>
<u>carrying oil FP</u>		<u>BS 8-56</u>
<u>above 150°F in DTA</u>		<u>TS CL 12-54</u>
<u>Classed</u>	<u>3-47</u>	
<u>as Bom.</u>	<u>2-52</u>	
<u>GB(3 ms)</u>	<u>2-57</u>	

st Report, No. 17474 Port Cal.

ical Surveys, when held must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, and, in detail the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this subject.
In cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined.

Society's Freeboard (if assigned) as painted on Ship and now verified } 9 ft. 8 3/4 ins.

Was a damage report made by anyone else? If so, by whom? Yes
PAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY - SHIP 14 YEARS OLD.

Vessel placed in dry dock, bottom, sides, sternframe and rudder (lifted) cleaned, examined and recoated. Anchors and cables ranged and examined.
The holds, 'tween decks, peaks, engine and boiler spaces cleared, ceiling removed. Steelwork examined throughout, scaled and coated as necessary. Shell plating drilled as considered necessary. Double bottom tanks, deep tanks, fore and aft peak tanks examined internally and tested. Decks (filled as considered necessary), chain locker, masts and rigging, hatch coamings, covers and supports, tarpaulins, cleats and battening arrangements, ventilator coamings and covers, steering gear, auxiliary steering gear, windlass, hand pump, watertight doors, air and sounding pipes and riking plates examined.

Freeboard Renewal Survey carried out and freeboard verified. P.T.O.

DESCRIPTION OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

GENERAL CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt)
Condition of Decks	<u>yes</u>	<u>Good</u>	When put on, Month Year
Condition of Bulkheads	<u>yes</u>	<u>Good</u>	Boats
Condition of Ceilings	<u>yes</u>	<u>Good</u>	Masts, Yards, &c. <u>Good</u>
Condition of Cement	<u>yes</u>	<u>Good</u>	Condition, how ascertained <u>By 2mm. chisel</u>
Condition of Rudder	<u>yes</u>	<u>Good</u>	(State if wedges removed) <u>None</u>
Condition of Steering gear	<u>yes</u>	<u>Good</u>	Sails <u>Good</u>
Condition of Windlass	<u>yes</u>	<u>Good</u>	Equipment letter <u>A F 2 1/16" SQ</u>
Condition of Pumps	<u>yes</u>	<u>Good</u>	Anchors, No. of <u>3.B. - 15</u>
Condition of Sluice Valves	<u>yes</u>	<u>Good</u>	Chain Locker <u>Good</u>
Condition of Watertight Doors	<u>yes</u>	<u>Good</u>	Cables (State if now ranged) <u>yes</u>
Condition of Ventilators	<u>yes</u>	<u>Good</u>	Cables length <u>1.8.25m mean diam. 1 3/32"</u>
			(on board)
			Cables Rule length <u>1.8.25m size 2 1/8"</u>
			Hawser & Warps <u>Good</u>
			Standing and Running Rigging <u>Good</u>

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss. No. 1-24 and pmd 24, &c."
This vessel is eligible in my opinion to remain as classed with fresh record of D.S. 6-57 and notation of S.S. 7-57 without restriction regarding indented shell plate F 9 (ss); keel plate .11, shell plates A 11, F 11 & G 11 (ss), shell plates No. 11 in 2nd below sheer (ps); corrugations tank top and 'tween deck plating; and the sanitary discharge valve chests in the engine room (sa & psf).

Survey Fee (Per Section 29) S.S. Rs. 4050/-
L.L.R. Rs. 416/- Fees applied for, 3-8-57
Special Damage or Repair Fee (if any) Rs. 1400/-
Travelling Expenses (if chargeable) Rs. 200/-
Cablegram Rs. 9/37
Second Surveyor's Fee, if any

Committee's Minute
Character Assigned D.S. 6-57 without Appl. Condn
As Bom 7.57 ES 8.57 MBS 7.57
TUESDAY 10 SEP 1957
Received by me B.K. Stevenson
Surveyor to Lloyd's Register of Shipping.

"JALAKANTA"

All found or placed in good condition.

Vessel last seen in dry dock on the 19th June 1957.

CONDITIONS OF CLASS:

Indented shell plate F 9 (ss) cropped and part renewed.

Keel plate No.11 faired in place.

Shell plate A 11(ss) renewed.

Shell plate F 11 & G 11 (ss) removed, faired and replaced.

Shell plate No.11 in 2nd below shear (ps) faired in place and doubled over local wastage under scupper.

The corrugations in the tank top and 'tween deck plating dealt with as undernoted.

The bottom shell and tank top plating fitted with angle stiffeners as indicated on the attached plan. The stiffening is now continuous in the D.B. tanks from the fore end of No.2 to No.6 tanks.

'Tween deck plating:-

No.1 - 1 plate removed, 2 plates part renewed, 3 plates removed, faired and replaced.

No.2 - 1 plate removed, 1 plate part renewed, 6 plates removed, faired and replaced.

No.3 - 7 plates removed, faired and replaced.

No.4 - 2 plates renewed, 4 plates removed, faired and replaced.

No.5 - 1 plate renewed, 2 plates removed, faired and replaced.

D.B. tank top plating:-

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower..															
	2nd ..															
	3rd ..															
	Collective Weight															
	Stream ..															
	Kedge ..															

*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Stata-tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

No.2 D.B. - adjacent to aft bulkhead in No.2 hold 7 plates renewed. Adjacent to forward bulkhead in No.2 hold 2 plates renewed, 4 plates removed, faired and replaced. Mid length of tank 1 plate port and 1 plate starboard part renewed.

No.3 D.B. - 2 plates (ps) and 2 plates (ss) renewed. 1 Plate (ss) removed, faired and replaced.

No.5 D.B. - In way of deep tank 1 plate (ps) and 2 plates (ss) renewed, 2 plates (ps) and 1 plate (ss) removed, faired and replaced.

In way of No.4 hold, 1 plate (ps) and 1 plate (ss) renewed, 3 plates (ps) and 3 plates (ss) removed, faired and replaced.

"JALAKANTA"

No.6 D.B. - Adjacent to forward bulkhead of No.5 hold, 2 plates (ps) renewed and 2 plates (ss) part renewed.

A number of minor indentations have not been dealt with.

The sanitary discharge valve chest in the E.R. were efficiently repaired by veeing out small fractures, welding and making heavy weld backing and then annealing. The chests satisfactorily tested to 100 lbs per square inch. This repair is considered to be permanent.

It is submitted for approval that all the above noted conditions be now deleted from the ship's class.

ENDORSEMENTS: Shell plate F 11 (ps) now renewed.

Shell plate E 11 (ps) now faired in place.

OTHER REPAIRS NOW CARRIED OUT:

Shell Plating (Numbered from forward)-

Plates part renewed because of indentation and wastage in way:

C 9 (ss), D 11(ss), E 10 (ss) & E 8 (ss).

Plates part renewed because of deep indentation between frames:-

F 6 (ps), F 7(ps), F 12(ps), & H 14 (ps).

Plates removed, faired and replaced.

Port - A 5 & 6, E 4 & 6, H 4, J 4. 7 shell frames in way of plates H 4 & J 4 removed, faired and replaced.

Starboard - F 3, & G 9.

Plates faired in place:

Port - F 4 & G 8.

Starboard - E 4 & 5 at common butt, F 12, G 4 & 13.

WEATHER DECK: Forward of No.1 hatchway 1 plate (ss) renewed (wastage).

Abreast No.1 hatchway and masthouse, (ps) 2nd strake inboard, 2 plates renewed and 1 plate removed, faired and replaced, 3rd strake inboard 1 plate removed, faired and replaced (buckled).

Abreast fore mast house (ss), 2nd strake inboard 1 plate renewed, 3rd strake inboard 1 plate removed, faired and replaced (buckled).

At aft end of No.1 hatchway all 3 plates cropped half length and replaced by one plate running athwartships. (wastage)

Between No.3 hatchway and bridge house and between No.4 hatchway and bridge house, plates doubled.

At aft end of No.5 hatchway (ps) 1 plate part renewed (wastage).

BRIDGE Deck plating of wheel house renewed (wastage).

AFT PEAK TANK 11 beam knees on starboard side renewed (wastage).

TRANSOM SPACE 2 shell frames part renewed (wastage).

ENGINE SPACE 4 bilge brackets (ps) renewed (wastage).

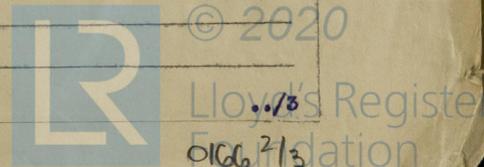
E.R. COFFERDAM: The cofferdam top which forms the bottom of the E.R. bilge walls (ps) renewed (wastage).

NO.3 HOLD 1 deck beam renewed and 2 removed, faired and replaced (cargo damage).

RUDDER Shoe fitted over wastage at aft end.

Gudgeon bush renewed.

Steady bearing bush renewed.



"JALAKANTA"

Pallister bearing machined.

RIGGING 2 mast stays renewed.

HATCH COVERS ETC. Approximately 100 wood hatch covers renewed. 5 Tarpaulins renewed.

Several cleats and battens renewed.

ALTERATION

At this time the Owners have dispensed with the store room in No.1 'tween deck. The entrance house between No.1 hatchway and windlass has been removed and deck plated over. Report C 11 (contd) issued, copy attached.

E.K.O

