

RECEIVED

Rpt. 1.  
23 SEP 1948STEEL STEAMER ~~MOTORSHIP~~

Received at London Office 21 SEP 1948

IN D.O.

State if Report has been sent on the Freeboard of the Vessel. YES.

State if Report is sent on the Machinery of the Vessel. YES.

Date of completion of report 4TH AUGUST, 1948 Port of HALIFAX, N.S. No. 5829.

Survey held at HALIFAX, N.S. Date First Survey 30TH JUNE, 1948. Last Survey 14TH JULY, 1948.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) STEEL SINGLE SCREW STEAMER "SEA KING".

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) COMPLETE SUPERSTRUCTURE WITHOUT TONNAGE OPENING. State Type of Erections FLUSH DECK.

TONNAGE under Tonnage Deck... 6661.17

CLASS 100 A1 WITH FREEBOARD.

State if with freeboard as condition of Class YES.

Built at BALTIMORE, Md.

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) L417.73.

Launched Yard No.

Breadth (greatest moulded) B 56.9

Builders BETHLEHEM FAIRFIELD SHIPYARD, INC.

Total

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 37.33

Owners SCINDIA STEAM NAVIGATION CO. LTD.

Gross Tonnage 7210.

1st Longitudinal Number (L x D) 15594.

Managers NAROTTAM MORRARI &amp; SONS, (Where necessary to be entered in Reg. Book.)

Register Tonnage 4381.

2nd Numeral L x (B + D) 39363.

Residence SCINDIA HOUSE, BALLARD ESTATE, BOMBAY.

## REGISTERED DIMENSIONS. FEET.

Framing Depth "d," at middle of length. See Sec. 3 (1d) 24.9.

Port of Registry BOMBAY.

Length 422.8.

Proportions—Depth to Length — Uppermost continuous deck to top of keel 11.19.

Surveyed while building, afloat, &amp; in dry dock FOR SPECIAL SURVEY.

Breadth 57.0.

Do. Long Bridge to top of keel 27' 8 3/4"

Depth 34.8.

Draught Moulded

## FRAMES, DOUBLE BOTTOM AND BEAMS.

OF THE WO  
Denmark, Finland,  
NY'S BRANC  
OVINCESe, 142, Great Charles  
Cent  
d, The Quadrant  
Bras  
Dund  
Edinb  
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are East, Belfast

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y wireless. This indication is  
any, or at any of the above-n

Dublin 74995

TD  
ANKMENT, LONDON  
le Bar 1222

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
AMES, Spacing amidships	30 ✓		Bracket Floors, Frame		
" from 3/8 length amidships to Collision bulkhead	27 ✓		" " Reversed Frame		
" in peaks	24 ✓		" " Vertical Struts		
E FRAMING.			Centre Girder, depth and thickness amidships	43 1/2 x 42 E.R. ✓	
Frame Amidships, CUT FROM CHANNEL (INVERTED)	13 x 4 x 3/4 ✓		" " top Angles	C.G. WELDED TO TANK TOP & SHELL.	
" Extends up to	2ND DK. ✓		" " bottom Angles		
Reversed Frame Amidships, Angle	-		Side Girders, No. each side and thickness		
" Extends up to	-		Margin Plate depth (excl. of flange) and thickness		
th of Framing Girder	13 ✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	TANK TOP CARRIED OUT LEVEL TO SHIP'S SIDES.	
mes in Uppermost Continuous 'tween Decks, Angle INVERTED	7 x 4 x 3/8 ✓		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area		
" Second 'tween Decks, Angle, C or C	-		" " Gussets, spacing and scantling abaft 1/4 len. from stem		
" Third " " " "	-		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area		
from 1/2 len. for'd. to 15% len. from Stem	-		Tank Side Brackets, height above base line at toe of Frame and thickness	3'-6" x 44 FCB. ✓	
in Peaks, 8 x 3 1/2 x 7/16			INNER BOTTOM PLATING.		
meter and Spacing of Rivets through Frame and Shell Plating amidships	FRAMES WELDED TO SHELL. ✓		Breadth and thickness of Middle Line Strake	60 x ✓	
e if Frame Joggled	NO. ✓		Thickness of remainder in Holds		
the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	SHELL PLATING 1/4 ✓		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?	SCANTLINGS IN E & B. TANKS INCREASED. ✓	
the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	BOTTOM PLATING 1/4 & 7/16 ✓		BEAMS.		
GLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle INVERTED	7 x 4 x 7/16 (INVERTED) ✓	
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, C or C	-	
Height of Brackets at side above base line at toe of frame			Spacing	30 ✓	
Middle Line Keelson, on Floors, Angles, C or C			Second Deck, amidships, Angle, INVERTED	8 x 4 x 7/16 (INVERTED) ✓	
" " Through Plate or Intercoastal Plate			Spacing	30 ✓	
" " Foundation Plate on Floors			Third Deck, amidships, Angle, C or C		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, C or C		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Poop Deck, Angle, C or C		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	E.S. 42" @ 30" ✓		Bridge Deck, Angle, C or C		
" " Are Frame and Reversed Frame joggled?	FLOORS WELDED TO P & BOTTOM. ✓		Spacing		
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, C or C		
" " breadth and thickness at margin plate			Spacing		

## PILLARS AND DECKS.

		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.			INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>				Stringer Plate, breadth and thickness in way of Bridge .....		-	
"	in 'tween Decks, Size and Spacing.....			Thickness of Plating abreast Deck openings in way of Wells .....			
"	" " " " "			Thickness of Plating abreast Deck openings in way of Bridge .....		-	
"	in Holds " "			Thickness of Plating within line of openings..			
"	" " " " "			If Sheathed, material and thickness.....		NOT SHEATHED.	
<b>Centre Line Bulkhead.</b> Stiffeners and Spacing... $8 \times 3\frac{1}{2} \times 3\frac{1}{2} \times 40$		@ 5'-0"		<b>Third Deck.</b> Stringer Plate, breadth and thickness.....			
Plating, thickness of.....				If Plated, state thickness.....			
<b>STRINGERS AND DECKS.</b> <b>Uppermost Continuous Deck.</b> Stringer Plate, breadth and thickness in Wells		54 x 71		<b>Fourth Deck.</b> Stringer Plate, breadth and thickness.....			
"	" " " " in way of Bridge	-		If plated, state thickness.....			
"	Angle in Wells ( <b>STRINGER PLATE WELDED TO SHELL</b> )			<b>Poop Deck.</b> Stringer Plate, breadth and thickness.....			
Thickness of Plating abreast Deck openings in way of Wells .....				Plating, Sheathing, material and thickness.....			
Thickness of Plating abreast Deck openings in way of Bridge .....				<b>Bridge Deck.</b> Stringer Plate, breadth and thickness.....			
Thickness of Plating within line of openings..				Plating, Sheathing, material and thickness.....			
If Sheathed, material and thickness .....		NOT SHEATHED.		<b>Forecastle Deck.</b> Stringer Plate, breadth and thickness.....			
<b>Second Deck.</b> Stringer Plate, breadth and thickness in Wells		54 x 40.		Plating, Sheathing, material and thickness.....			

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?.....	SINGLE OR DOUBLE.	RIVETS.		No. of Rows of Rivets	RIVETS.		STRAPPED LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing. cr. to cr.		Diam.	Spacing. cr. to cr.	
	Inches.	Inches.	Inches.	Inches.									
FLAT PLATE KEEL .....	65 <sup>1</sup> / <sub>4</sub>	.88	.88	.88		DOUBLE ✓		3 <sup>3</sup> / <sub>4</sub>					
" DBLG. (if any)		-	-	-		-							
BOTTOM PLATING, No. of of Strakes THREE.....		.64	.64	.53.		DOUBLE ✓	7/8	3 <sup>3</sup> / <sub>4</sub>					
BILGE PLATING, No. of Strakes ONE.....		.64	.64	.53.		" ✓	"	"					
SIDE PLATING, No. of Strakes THREE.....		.63	.59	.53		" ✓	"	"					
UPPER DECK, Sheer- strake in Well.....	82 <sup>5</sup> / <sub>8</sub>	.70	.59	.53									
UPPER DECK, Sheer- strake in Bridge.....		-	-	-									
STRAKE BELOW Sheer- strake in Well.....	85 <sup>3</sup> / <sub>8</sub>	.63	.59	.46.		DOUBLE ✓	7/8	3 <sup>3</sup> / <sub>4</sub>					
STRAKE BELOW Sheer- strake in Bridge.....		-	-	-									
POOP SIDE PLATING .....		-	-	-									
BRIDGE SIDE PLATING.....		-	-	-									
FOREC'TLE SIDE PLATING		-	-	-									

## WATERTIGHT BULKHEADS.

*Total No. of W.T. BULKHEADS in Vessel—*

Extending to Upper Deck (Sec. 3 c)	7
“ Deck next below	1
As per Rule	7

## STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks		4" x 3 1/2" x 3/8" 5" x 3 1/2" x 3/8" (INVTB.)	30"		
" " Second	"				
" " Third	"				
" " Holds	"	15" x 5 1/2" I 7" x 4" x 20A (INVTB.)	31" 24"		3 SIDE STRGS.
COLLISION	"	6" x 3 1/2" x 4" x 20A (INVTB.)	24"	2 " "	
AFTER PEAK	"				

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Dep't from App. Plans to be
KEEL, Bar .....		FLAT PLATE KEEL.		
STEM .....		ROLLED BAR WITH 7/8" PLATE ABOVE.		
STERN FRAME	{ Propeller Post ..... { Rudder " .....			
Speed of Vessel.....				
RUDDER—Type .....		"CONTRA" (REINFORCED.)		
" A X D .....		9 1/4"		
" Diam. of head .....				
" Mainpiece at top pintle .....				
" " heel .....				
" how constructed.....		WELDED.		
" double or single plate .....		DOUBLE.		
" coupling, vertical or .....		HORIZONTAL.		
" horizontal .....				

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process or manufacture).....
	Has the Steel been tested as required by the Rules?.....

EQUIPMENT No. 39663

LETTER at

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Stockless.	lbs.	Cwts.	qrs.	lbs.	Tens.	qrs.	lbs.				
A 30576	1st Bower.....	Stockless	183				183				STOCKLESS.	BALOT ANCHOR	CHESTER, PA. APRIL, 1948.
4824	2nd " .....	8538					127,135				"BALOT" STOCKLESS.	CHAIN & FORGE DIV.	E. G. PYNE.
	3rd " .....	7660					TENSILE TEST.				C.S. BOWER ANCHOR STOCKLESS.	SOREL STEEL FOUNDRIES.	SOREL, P.Q. 10-4-46.
	Collective Weight.												G. PEDDIE.
48345	Stream .....	3240					62,000				POWELL STOCKLESS.	PITTSBURGH STEEL FOUNDRY CORP.	GLASSPORT PA. 10-2-44.

## 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.	
	Length.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms	Ins.	<small>LBS.</small>	<small>LBS.</small>	<small>Cable, galv. steel.</small>	<small>Cwts.</small>	Fathoms.	Ins.					<small>Fathoms.</small>	<small>Ins.</small>	<small>LBS.</small>	Fathoms.	Ins.
A 31102	120	2 7/8	183	183	30288				"DI-LON STOP LINK."	BALOT ANCHOR, CHAIN & FORGE DIV.	CHESTER, PA. JUNE, 1948. E.G. PYNE.	6/24 TOWLINE.	130	5	148000		
A 30729	105	2 7/8	"	"	26616.				-D-	-D-	CHESTER, PA. MAY, 1948. E.G. PYNE.	HAWSERS & WARPS )	3090	8			
	75	2										"	3090	8			
Stream Chain and Steel Wire	300 90	Cir. 4 1/2			108000			Cir.	4/24 GALV. PLOW STEEL.	AMERICAN STEEL & WIRE COY.	TRENTON, N.J. 14-2-44 W. D. VANDYKIFT.	"					

Steering Gear, Type (Power ☒ hand) ☒ BY SUMMER IRON WORKS, EVERETT, WASHINGTON. Alternative Means of Steering BLOCKS & WIRES.

Steering Chains (Size and Test) ☒ Windlass EMERSON WALKER DESIGN BY STREET BROS. MACHINE CO. Boats (STEEL) 4 @ 22 ft.

Ceiling in Holds, thickness and material 2 1/2" PINE (DOUBLE) UNDER HATCHWAYS. Cargo Battens, thickness, material and spacing 2" PINE - 9" APART.

to Hatchways.—(Upper Deck) PLATES, WELDED Thickness of Hatches 2 1/2".

of Hatchways No. 1 (Fwd.) 33'9" x 20'0" No. 2 35'0" x 20'0" No. 3 20'0" x 20'0" No. 4 35'0" x 20'0" No. 5 35'0" x 20'0" No. 6

ber of Shifting Beams) No. 1-6; No. 2-6; No. 3-3; No. 4-6; & No. 5-6.

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. Yes (Deep Tanks). 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).

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

The Scantlings and arrangements have been examined where exposed and found to be in accordance with the plans for this type of ship.

The Special Survey for classification has been carried out (see Report 8) and the ship's condition, standard of workmanship, as now seen, is considered to be good and satisfactory.

Oil can be carried as fuel in Nos. 1, 2, 3, 5, & 6 D.B. Tanks and as fuel or cargo oil in Nos. 1, 2, & 3 Deep tanks, F.P. above 150° F.

The Steering gear, windlass and bilge suctions were examined under working conditions and found satisfactory.

Particulars of the ship's equipment after verification, were taken from the endorsed test certificates produced and previously issued by the American Bureau of Shipping, (except Port Anchor and 5 lengths of Cable (see Report 8)).

Amount of Survey Fee ..... \$100.00  
Repairs & alterations \$100.00  
Special Survey Fee ..... \$464.00  
Load Line Survey \$90.00  
Travelling Expense, if any \$12.00  
Sunday Attend. \$10.00

Fees applied for,  
2<sup>ND</sup> AUG. 1948.  
Received by me,  
4<sup>TH</sup> AUG. 1948.

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed 100A1 WITH FREEBOARD, CARRYING OIL, F.P. ABOVE 150° F. IN DEEP TANKS; FITTED FOR OIL FUEL, F.P. ABOVE 150° F.

whether the Vessel has been built under Special Survey. No.

Signature

Surveyor to Lloyd's Register of Shipping.

ificate to be sent to. BOMBAY. Date of issue 10/11/48

ommittee's Minute

haracter assigned

FRI. 29 OCT 1948

100A1 subed.

Car. oil F.P. above 150° F. in deep tanks  
Fitted for oil fuel F.P. above 150° F.

7.48 Apc 5.5 Apc - 7.48

Classed 7.48

White n/yk (ste)

S (CH) 7.48

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003450-003451-02172

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.)

Copy of Midship Section enclosed. (Liberty type ship).

PARTICULARS OF ELECTRIC WELDING (if employed) C. GIRDER AND D.B. TANKS; BUTTS AND SEAMS OF TANK TOP, 2<sup>ND</sup> & UPPER DECKS, BULKHEADS; BEAMS & GIRDERS TO DECKS; FRAMES TO SHELL (EXCEPT IN PEAK TANKS); BUTTS OF SHELL PLATING; HATCHWAYS, CASINGS & DECKHOUSES.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book D.F.; E.S.D.; GYRO; PT. ELECT. WELDED; CRUISER STERN; FITTED FOR OIL FUEL, F.P. ABOVE 150°F; CARRYING OIL, F.P. ABOVE 150°F IN DEEP TANK

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

1st Bower

2nd "

3rd "

NO PARTICULARS ON AMERICAN BUREAU CERTIFICATES.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. Signal Letters Extreme Breadth over Belting (Circ. 1611) Over-all Length 441.5 FT. (Circ. 1703)

No. and Material of Decks AFTER 2 FORE PEAK TANKS & D.B. TANK UNDER BOILERS.

Parts of Bottom of Vessel coated with cement or approved composition

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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft, (N <sup>OS</sup> 5 & 6)	135.0	368.	Fore peak tank,		
Double bottom, under Engines and Boilers, (C'DAM)	2.5		After peak tank,		
Double bottom, if under Engines only,	27.5	136	Deep tank, aft, OF E.R. (N <sup>O</sup> 3)	20.0	
Double bottom, if under Boilers only, (DRY TANK)	20.0		Deep tank, forward, (N <sup>OS</sup> 1 & 2)	61.0	
Double bottom, forward,	183.25	735.	Other tanks, if fitted,		
Total length (if continuous) and Capacity	368.25	1239.	(If necessary, furnish further information by sketch.)		

AUTHORISATION PER NEW YORK LETTER.

Order for Special Survey No. —

Date 23<sup>RD</sup> AUG. 1948.

Dates of Surveys held while building

1948. 30<sup>TH</sup> JUNE; 2<sup>ND</sup>, 5<sup>TH</sup>, 7<sup>TH</sup>, 8<sup>TH</sup>, 11<sup>TH</sup> & 14<sup>TH</sup> JULY.



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Total No. of Visits