

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 17th Dec. 19 51 When handed in at Local Office 19 Port of CALCUTTA  
 No. in Reg. Book. 14058 Survey held at CALCUTTA Date, First Survey 6th September Last Survey 15th December 19 51  
 (No. of Visits 26)

on the ~~XXXXXX~~ Steel SS "JALAKANYA"  
 TONNAGE— Built at Portland, Or. By whom Oregon S.B. Corp. When 1943  
 GROSS 7180 Owners Scindia Steam Navigation Co. Ltd., Owners' Address /  
 UNDER DK. 6659 Managers / (If not already recorded in Appendix to Register Book).  
 NET 4463 Port belonging to Bombay

Surveyed Afloat or in Dry Dock? Both Name of Dock K.G. Drydock & River Moors Destined Voyage /  
 WB=Cell D Bor D Ba. feet; uE&B. feet; feet) ing. feet) tons; FPT tons; APT tons; MT feet tons.)  
 Capacity tons. FPT tons; APT tons; MT feet tons.)

Particulars of Classification (which must be inserted precisely as in Register Book and Supplements).

CHARACTER— ◆ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how long expired	Machinery and Boiler surveys (including date of N.B., if any).
<u>100 A1-9-50</u>		<u>LMC 3-47</u>
<u>Classed 3-47</u>		<u>B.S. 6-50</u>
<u>S S GAL. 3-47</u>		<u>TS(CL) 8-50</u>
<u>Carrying oil F.P. above 150°F in deep tanks. Fitted for oil fuel F.P. above 150°F.</u>		
<u>Society's Freeboard (if assigned) as painted on Ship and now verified</u>		
	<u>9</u>	<u>8 1/2</u> W.T.B.

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 need. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner plating, especially in the boiler space.

Previous Report, No. 9785 Port Dun  
 Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, any, 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 case.  
 Damage cases where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose and to whom and why they were declined

Was a damage report made by anyone else? If so, by whom? /  
 REPAIRS, OR EXAMINATION AS PER RULE FOR SPECIAL SURVEY, RENEWAL FREEBOARD SURVEY, AND BOTTOM SHELL AND HULL TOP STIFFENING. - VESSEL 9 YEARS OLD.

Work done:- Vessel placed in drydock, bottom and rudder (removed with stock) cleaned, examined, found or made satisfactory and recoated.

All holds and tween decks, spaces above peaks, Machinery spaces including structure under boilers and shaft tunnel, chain locker and fastenings cleaned, Limber boards, ceiling and pipe casings removed steelwork examined including plating under sidelights, found or made satisfactory recoated and ceiling etc. replaced.

There being no indication of wastage it was not considered necessary to drill the shell plating.

All Double Bottom tanks, Fore and Aft Peak tanks, Settling tanks and after deep tank

CHARACTER OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								Vessel undocked 1-9-51
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
ing of Decks <u>good</u>	<u>Yes</u>	<u>good</u>	(State if on Sale)
ings <u>good</u>	<u>yes</u>	<u>Yes</u>	When put on, Month Year
& Fastenings <u>good</u>	<u>good</u>	<u>good</u>	Boats <u>not examined</u>
le Plating <u>good (See Report)</u>	<u>good</u>	<u>good</u>	Masts, <u>good</u> by examination
in way of sidelights <u>good</u>	<u>good</u>	<u>good</u>	Condition, how ascertained
<u>good</u>	<u>good</u>	<u>good</u>	(State if wedges removed) <u>none</u>
<u>good</u>	<u>good</u>	<u>good</u>	Equipment letter <u>"at"</u> red
Frames <u>good</u>	Have pumps now been examined and found efficient? <u>Yes</u>	Caulking ditto	Anchors, No. of <u>3B-IS</u>
<u>good</u>	Have Sluice Valves now been examined and found efficient? <u>none</u>	Treenails ditto	Chain Locker <u>good</u>
<u>good</u>	Have Watertight Doors now been examined and found efficient? <u>yes</u>	Breasthooks & Stemson ditto	Cables (State if now ranged) <u>Yes</u>
<u>good (See Rpt)</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Transoms Pointers & Crutches ditto	Length <u>270</u> mean diamr. <u>2.4/16"</u>
		Timbers of Frame at openings ditto	(on board) <u>270</u> size <u>2.5/16"</u>
		Ditto Ditto at other places ditto	Rule length <u>sufficient</u>
		Stringers, Clamps & Shelves ditto	Hawser & Warps <u>sufficient</u>
		Salting ditto	Standing <u>good</u> Bigging <u>good</u>
		(State if examined.)	

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 notation 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, 1,2,4, and the notations of ss. No. 1-24 and ptnd 24, &c.," "to remain as classed and to have record of survey, 1,2,4,"

1 the requirements of Special Survey having been complied with, this vessel in my opinion is eligible to remain as at present classed in the Register Book with a fresh record of drydocking 1-51 and the Notation of SS Cal 12-51 subject to the forward deep tanks not being used as such until tested also the door opening in sidehouse side recess to be reinforced as required for "Sam"

Survey Fee (Per Section 29)	Special Survey	Rs.1960/-/-	Fees applied for,
<del>Survey Fee</del> Repair Fee (if any) (Per Sec. 29)		Rs.2100/-/-	<u>38-12-51</u> ships earliest opportunity.
Travelling Expenses (if chargeable)		Rs.208/-/-	Received by me,
Second Surveyor's Fee (if any)		Rs.400/-/-	
Special Attendances			
Committee's Minute			
Character Assigned			

It is submitted that the item in the S.R. List Repair etc. indented shell plating etc. in 2nd and 3rd below sheer be now deleted.

12,51 Cal. subject  
 S.S. Cal. - 12,51  
 LMC 12,51  
 S. 10,51

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 Certificate required? If so, to be sent to

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cleaned, internally examined and subsequently tested under pressure to rule requirements and found satisfactory. Decks, Casings, ventilators and closing appliances, hatchways, covers, supports, tarpaulins cleats and battening arrangements, Masts and rigging (no wedges), W.T. Door, Windlass, Steering Gear and Auxiliary steering gear, boats and general equipment examined and found or made satisfactory.

Air, Sounding and soil pipes including storm valves, hand pumps, and bilge suction examined tried and found satisfactory.

Anchor and Cables ranged, examined and found satisfactory.

Striking plates found or fitted in way of all sounding pipes.

Freeboard marks verified.

Repairs Wear and Tear:- A number of indented side shell plates removed, faired and refitted or faired in place and hose tested. 353 hatch covers renewed.

Rudder & Stock removed, rudder steady bearing rebushed, stock skimmed in way of rudder carrier, rudder and stock refitted tried and found satisfactory.

A number of hatch beam flanges and frame flanges etc. faired in place.

A number of minor repairs also effected.

Stiffening of bottom and tank top plating:- 19 bottom plates removed, faired and refitted and 4 faired in place, 62 tank top plates removed faired and refitted, 2 plates renewed and 11 faired in place. Stiffener of bottom shell and tank top plating fitted in accordance with attached plans - examined and all found satisfactory.

Deep Tanks in No.1 Lower Hold please see London letter of the 11/7/51. *in the case of the "JALAKIRTI"*

NOW DONE:- Ballast Suction lines disconnected and E W Blank flanges fitted to bulkhead, tested and found tight and sound.

Bilge suction tried and found satisfactory.

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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

It is submitted that the class of the vessel be made subject to the forward deep tanks not being used as such until tested.

Renewal Freeboard Survey, has been carried out at this time and new Load Line Certificates issued.

S.R.LIST:- Repair to indented shell plating etc. (SSf) in 2nd & 3rd strakes below sheer.

Now done:- Plates removed faired and refitted, hose tested and found satisfactory.

Regarding the item "The door opening in deckhouse side recess to be reinforced as required for "Sam" ships earliest opportunity.

The structure in way of this recess has been specially examined and no defect

Please note we have no particulars or sketch regarding this stiffening and would be pleased to have particulars forwarded to this office for guidance.

The Owners Representative stated this stiffening will be fitted at the first opportunity.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.