

M. S. MANDERAN

Particulars of Waterballast

	Length in Feet	Water capacity in tons
ble bottom aft	164.3	465
ble bottom in motorroom	84.6	373
ble bottom forward	142.3	671
peak tank	44-	200
peak tank	16.-	38
ward deep tank	38.7	1556
deep tank	38.7	1494

Total 1509 tons

Special Survey N3

vessel has been placed in drydock bottom and rudder cleaned
ruined and found in a good condition
Horn and rudder recoated
condition of the shell plating found such that no dulling was
ordered necessary. Butt laps and landing edges not wasted
to, tween deck, engine and boiler room space, fore and after peak and
ce above same. Fore castle, bridge and poop space, cleared and cleaned
lining, ceiling and timber board removed, and shell plating
rimes, floors, brackets, stringers, beams, breast hooks, bulk heads,
stern bearers, and all other parts, thoroughly cleaned and scaled
ruined right fore and aft and found all parts in a good
condition. All casing round pipes removed and all parts
ve been recoated. All double bottom tanks cofferdam, fore and
er peak, deep tanks and oil fuel bunkers cleared and cleaned
ruined internally and found all parts in a good condition and
oated. All tanks and bunkers have been tested by a head of
der as required by the Rules and found sound and tight
hs examined and found in a good condition. Hatchways examined
th hatches in position and found in order. Mast, spars, rigging
d general equipment overhauled examined and found good
nollass and steam steering gear and its connections, rudder
ndrant and hand steering gear overhauled examined and placed
good working order. Chain cables ranged, shackles unlocked
ruined and found good and complete. Anchors examined and found
ot and complete.
mper, watertight doors air and sounding pipes and ventilator
ining overhauled examined and found all in order
ubling plates under sounding pipes good.
Board verified found correct and cut in the vessel's side as required
responding draught as shown on the Builders Displacement Scale = $26-1\frac{3}{4}$
notation. Fitted for carrying oil F.P. above 150°F in after deep tank
notation. Fitted for carrying vegetable oil in forward deep tank
desired by the Owners.

150
85
181
416

Oil fuel bunkers on Starboard and Port side in motorroom partly
rebuild and strengthened, After ship strengthened by fitting extra deck
The after deep tank is now used for the carriage of oil fuel,
up to the second deck, the additional stiffening and electric
welding to the double bottom tank top, and the second deck,
also the electric welding to the lower deck, in order to carry
different kinds of oil in the upper and lower parts of this
deep tank (please see your letter M. 20-5-33) have all been
carried out.

The forward deep tank is only used for the carriage of
vegetable oil, and has been strengthened in accordance therewith
double bottom below this deep tank is only used for waterballast
In case of both deep tanks the requirements of Sections 20
of the Rules in respect of lining, gutterways etc. have all
been complied with. The workmanship was found good.
The strengthening of the after ship, the new fore body, rebuilding
of oil fuel bunkers, deep tanks, double bottom etc. in motorroom
and the conversion into shelter deck with tonnage opening, have
all been built in accordance with the approved plan. Copies of
which are retained in the London Office for record, and in
agreement with the instruction contained in the Secretary
Letters viz. M. 18-5-32, M. 31-12-32, M. 14-1-33, M. 21-1-33, M. 23-1-33
M. 25-1-33, M. 4-2-33, M. 23-2-33, M. 20-5-33 and Rotterdam letters
respecting this case, and in general conformity with the

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

ANCHORS.

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 used, the weight of the stock should be entered in the column headed "Weight of Stock."

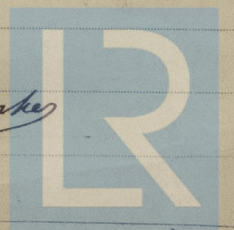
† See also the "Specification of Anchors" in the "Instructions to the Surveyor."

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

CHAIN CABLES.

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.				
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.				
	</											

Society's Rules. Upon completion of above alteration Fore peak
tank, deep tanks, oil fuel bunkers, double bottom tanks, and
cofferdams fitted between frame 61-62, 78-79, and 130-131 tested as
required by the Rules and found all parts sound and tight.
The material used in connection with the alteration has been made
by the Open Hearth process and tested in accordance with the Rules
Manufacturers are Gute Hoffnungs hütte, Société Anonyme
d'Angleur-Alhus & Vereinigte Stahlwerke
see continuation sheet.



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