

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30th Dec. 1953. When handed in at Local Office 30th Dec. 1953. Port of Glasgow.
 No. in Reg. Book 26844 Survey held at Glasgow Date, First Survey 17-11-53 Last Survey 23-12-1953
 on the Wood, Iron or Steel S.S. "SHAHJEHAN" (No. of Visits 18)

TONNAGE: GROSS 5460 BUILT AT Port Glasgow BY WHOM Lithgows Ltd. YEAR 1946 MONTH 10
 UNDER DK 1931 OWNERS British Steam Nav. Co. Ltd. OWNERS' ADDRESS -
 NET 3210 MANAGERS - PORT BELONGING TO Glasgow

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Samuel D.B. Destined Voyage -
 Cell DB or DBa - feet: u E & B - feet: j - feet
 total capacity - tons: FPT - tons: APT - tons: MT - feet - tons.

Only alterations in the existing records of tanks should be inserted.
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 3047 Port Clo.

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

CHARACTER	Machinery and Boiler Surveys (Including date of N.B., if any).
* for Special Survey.	
Date of last Survey and of Periodical Surveys.	
<u>+ 100 A1. 7.53.</u>	<u>+ L.M.C. 6.51.</u>
<u>S.S. CAL. 6.51.</u>	<u>B.S. 6.53.</u>
	<u>T.S.C.I. N. 5.53.</u>

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if 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.

In damage 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.

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE FOR SPECIAL SURVEY, CONVERSION TO OIL FUEL & ALTERATIONS.

Now DONE. Vessel placed in dry dock, bottom sides and rudder (lifted) cleared examined, found or placed in good condition and recoated. Anchors and cables ranged.

EXAMINED :- All holds, tween-decks, scavenging, fore and aft peaks all double bottom tanks, cofferdams, tween deck bunkers, and all cross bulkheads, spurs, plating in way of ash ducts (short now removed) and sidelights, decks, (dulled as necessary) hatchways, covers, supports, keelsons, cleats and bracing arrangements, anchors, chain cables, chain locker, masts, rigging (report attached) steering

SUMMARY 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							
Fair'd or Repaired in place							

PRESENT CONDITION OF THE

Decks <u>good</u>	Bulkheads <u>good</u>	Engine Room Skylights <u>good</u>	Copper, or Y.M. <u>-</u>
Caulking of Decks <u>"</u>	Ceiling <u>"</u>	Coal Bunkers, Openings, Covers, &c. <u>"</u>	(State if on Felt)
Coamings <u>"</u>	Cement or Asphalt <u>"</u>	Oil Bunkers <u>"</u>	When fitted, Month Year
Beams & Fastenings <u>"</u>	Rudder <u>"</u>	Scuppers <u>"</u>	Boats <u>good</u>
Outside Plating <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Masts, Yards, &c. <u>"</u>
" " in way of sidelights <u>"</u>	Windlass <u>"</u>	Hatches <u>"</u>	Condition, how ascertained <u>from algt.</u>
Frames <u>"</u>	Have pumps been examined and found efficient? <u>yes</u>	Planking <u>"</u>	(State if wedges removed.)
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u>yes</u>	Caulking <u>"</u>	Equipment letter <u>21</u>
Longitudinals <u>-</u>	Have Watertight Doors been examined and found efficient? <u>yes</u>	Treenails <u>"</u>	Anchors, No. of <u>3 B. 1 S.</u>
Transverses <u>-</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson <u>"</u>	Cables (State if now ranged) <u>yes</u>
Floors <u>good</u>	Air and Sounding Pipes <u>good</u>	Transoms, Pointers & Crutches <u>"</u>	" length <u>270</u> mean diamr. <u>2 3/16</u>
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>yes</u>	Timbers of Frame at openings <u>"</u>	(on board.)
Stringers <u>"</u>		" " at other places <u>"</u>	" Rule length <u>270</u> size <u>2 1/4</u>
Inner Bottom Plating <u>"</u>		Stringers, Clamps & Shelves <u>"</u>	Chain Locker <u>good</u>
Have the Tanks been examined internally? <u>yes</u>		Saltine <u>"</u>	Hawsers & Warps <u>sufficient</u>
Have the Tanks been tested? <u>yes</u>		(State if examined)	Standing and Running Rigging <u>good</u>
			Sails <u>-</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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel, as now seen, is in efficient condition and eligible in my opinion to remain as classed with fresh record of docking 12/53 and the notation S.S. GRK. 12/53 also fitted for oil fuel 12/53 F.P. above 150° F. Also previously out standing may now be removed.

Survey Fee (per Section 23) SPECIAL £ 61 : 0 : 0 Fees applied for, Conversion to oil fuel
 Special Damage or Repair Fee (if any) £ 30 : 0 : 0 30th Dec. 1953
 ALTERATIONS (per Sec. 23) £ 10 : 0 : 0 Received by me, 19
 Travelling Expenses (if chargeable) £ 12 : 0 : 0
 REBOARD RENEWAL
 Second Surveyor's Fee (if any) £ 12 : 0 : 0

W. H. Brown
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Character Assigned 12.53 GRK. without sh. cond. + L.M.C. 12.53
S. 12.53 S.S. GRK. - 12.53 Fitted for oil fuel 12.53 F.P. above 150° F.
 DEL. ENDORSEMENT.
 CERTIFICATE WRITTEN. 7/5/54

If so, is the Report sent now, or when will it be sent?
 No. w.
 MADE AND PAID
 20th Dec 1953
 Transfer Ink.
 The Surveyor's name and address should be written on or before the 21st Dec 1953.
 Note

In Certificate required if no. to be sent to
 803964-003910-0055 1/2
 Ret

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

gear, auxiliary steering gear, windlass, general equipment, hand pumps, W.T. Cox, Ventilator coverings and covers, air and sounding pipes (striking plates fitted) and cargo battens. Bilge sections tested. General foreboard survey carried out, foreboard markings verified, and new certificates issued. It was not considered necessary to hull the shell plating.

TESTING

Fore and aft peaks of all double bottom tanks were tested in accordance with rule requirements and found in order.

REPAIRS

Shell plate F.S. (P.S.F.) fixed in place. A few minor deck and shell repairs effected. Vessel undocked. 21/12/53.

CONVERSION TO OIL FUEL AND ALTERATIONS.

Oil fuel settling tanks etc as approved for "Melika" etc. now fitted in engine room lower-decks. Coal trunks on bulkhead 92 removed and the openings in deck lower sides cropped to form bulkhead steps with brackets and 37 x 37 x 45 nose angles fitted, deck beams fitted in. All doors in bulkhead 92 were removed and openings plated over. Tank top S.R. steel in Nos 4 & 5 Holds reinforced with electric welding. Tank top marble covers to

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.	Where and when tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.

Nos 1, 2, 3, 7 & 8 double bottom tanks altered to suit carriage of oil fuel and protected by coaming and wood covers. Bilge sections altered to suit new arrangements and new oily bilge spaces made in boiler room. P.S.: wood ceiling laid on trunks fitted in Nos 4 & 5 holds. Openings in floors 163 and 63 plated over especially to form supports at forward end of Nos 1 & 7 double bottom tanks respectively. Air and

sounding pipes etc, fitted to suit new arrangement. Openings cut in sides of fore and aft coaming in engine room for access to new settling tanks - coaming stiffened with 6 x 3 1/2" B.A. and oil light coaming fitted inside frames in lower deck with drainage led to oily bilge.

Upper deck coal hatch coaming P.S. removed and openings plated over especially. Bridge deck coal hatch P.S. plated over. Ash hatch removed and openings in shell and deck plated over. Shell coaming doors P.S. permanently closed and welded. Saddle back space modified to form galley coal bunker (Nos 81-83). Coaming and stem boards on Port-side upper deck moved forward and coaming of side lower extended (see Rpt C.II. cont). Structure scaled and cement removed from Nos 1, 2, 3, 7 & 8 double bottom tanks which have now been converted for the carriage of oil fuel or water-ballast.

W.T. bulkhead at Fk 99 in hold & lower-deck moved forward to Fk 106. Hatchways and girders altered to suit (as per plan) and additional pillars fitted. Additional hatch beam and carriers fitted at Upper & second deck. Bilge sections and sounding pipes altered to suit new arrangements and tested on completion.

Settling tanks water-tight and structure in way of alterations have tested and all found in order.

CAPACITIES

	OIL FUEL	SALT WATER.
No. 1 O.B. TANK	83 TONS.	92 TONS.
2 . . .	290 .	324 .
3 . . .	156 .	173 .
7 . . .	196 .	219 .
8 . . .	101 .	113 .
	<u>826 TONS</u>	-
4 . . .		<u>86</u>
		<u>1007 TONS</u>

LENGTH OF DOUBLE BOTTOM UNALTERED.

S.R.L. Specially examined for grounding damage at this time and no damage found - it is submitted that this item may be deleted from S.R.L.

Endorsement of shell indent F.S. (P.S.F.) dealt with at this time and it is submitted that this item may be deleted from the S.R.L.

