

	INCHES IN PLATE				Any Departure from Approved Plans to be Noted.	INCHES IN SHIP				Any Departure from Approved Plans to be Noted.
	2 mm.					2 mm.				
RS. No. of Rows.....	22 rows									
Longitudinal chid. stiffeners 70.	approx. plating									
" in between Decks, Side and Spacing...1	170	90	9	I		Stringer Plate, breadth and thickness in way of Bridge				
" " " " "2-3	200	90	9	"		Thickness of Plating abreast Deck openings in way of Wells...20.0				32
" " " " "4-5	225	90	10	"		Thickness of Plating abreast Deck openings in way of Bridge				
" " " " "6	250	90	11	"		Thickness of Plating within line of openings...				
" " " " "7	250	90	12.5	"		If Sheathed, material and thickness				
" " " " "8	206	35	704	54	I	Third Deck.				
" " " " "9-10	895	35	75	52	"	Stringer Plate, breadth and thickness				
Centre Line Bulkhead.	11	9	39	7.5	63	If Plated, state thickness				
Stiffeners and Spacing...12	105	41	225	62	"	Fourth Deck.				
Plating, thickness of	39	38	42			Stringer Plate, breadth and thickness				
	48					If Plated, state thickness				
STRINGERS AND DECKS.										
Uppermost Continuous Deck.										
Stringer Plate, breadth and thickness in Wells	2100	76				Poop Deck.				
" " " " in way of Bridge	2100	87				Stringer Plate, breadth and thickness				1200-2000 34
" " " " Angle in Wells	6 W. to shell					Plating, Sheathing, material and thickness				32 US 28 S 2 1/2" Inred Pine
Thickness of Plating abreast Deck openings in way of Wells	70					Bridge Deck.				
Thickness of Plating abreast Deck openings in way of Bridge	✓					Stringer Plate, breadth and thickness				1120 44
Thickness of Plating within line of openings	70					Plating, Sheathing, material and thickness				28 S 34 US
If Sheathed, material and thickness	✓					Forecastle Deck.				1 1/2" lts ribs
Second Deck. aft.						Stringer Plate, breadth and thickness				38
Stringer Plate, breadth and thickness in Wells	70					Plating, Sheathing, material and thickness				50
										36

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	SINGLE OR DOUBLE.	RIVETS.		No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.				Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	2040	86	78-80	78		Edges and butts are both included.							
„ DELG. (if any)						Angle of ribs 50-60 degrees.							
BOTTOM PLATING, No. of Strakes	2400	65	50-70	52-67									
BILGE PLATING, No. of Strakes	2100	65	58	64									
SIDE PLATING, No. of Strakes	2360	62	48-50	48-67									
UPPER DECK, Sheer-strake in Wells.....	2150	94	56-60	48-50									
UPPER DECK, Sheer-strake in Bridge ...	2150	106											
STRAKE BELOW Sheer-strake in Wells.....	2380	62	48-60	48-50									
STRAKE BELOW Sheer-strake in Bridge ...				40									
POOP SIDE PLATING				42-44									
BRIDGE SIDE PLATING ...		44											
FORECASTLE SIDE PLATING			44										

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		12.				
Extending to Upper Deck (Sec. 3 c)		11 to U. Deck.				
Deck next below		1 to 2nd Deck.				
As per Rule ✓						
		STIFFENERS.				
	Plating Thickness	Dim. not given or per upper plans				
		Vertical Horizontal				
		Scantlings Spacing Scantlings Spacing				
Centre bulkhead.	34.38	3 mls in pair	130×65×8	777		
MIDSHIP BULKHEAD, Upper tween decks	42.48	appr. plans.	250×90×11	825		
Side bulkhead.	34.38	1 mls in pair	130×65×8	777		
"	Second	"	42.48	appr. plans.	250×90×14	825
"	Third	"	34.48	130×65×8	777	
"	Holds	"	42.48	250×90×10	788	1 mmls in pair
"			90×10RB.			
COLLISION	(in Hold)		32.34	130×65×8	777	150×90×10
AFTER PEAK			62.40	130×65×10	787	250×90×11

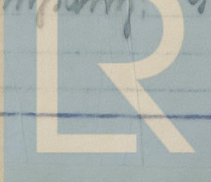
FORGINGS and CASTINGS.

	Casting or Forging	Scantlings	Maker's Name	Any Departure from Approved Plans to be Noted.
KEEL, Bar				Flat Plate steel.
STEM				Plate as approved.
STERN FRAME	Propeller Post			cast in pair.
	Rudder			265 x 10 mmls in pair.
Speed of Vessel				13.5 knots.
RUDDER - Type				Simplex Plate steel.
A x D				1011 mmls.
Diam. of head				272 x 2.0 mmls.
Mainpiece at top pintle				✓
" " heel				✓
how constructed				✓
double or single plate coupling, vertical or horizontal				145
				Horizontal.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

STEEL. Carnegie Illinois Steel Corporation, Bethlehem Steel Company, Dominion Iron and Steel Works.

Has the Steel been tested as required by the Rules? Yes.



Lloyd's Register
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46689. dt

No. of certificate.	Sachas	WEIGHT IN LBS.			LENGTH IN FEET			TEST IN TONS				WEIGHT REQUIRED BY TABLE 1		Name of cable	Brand	Name and weight of steel intended	
		Cwt.	qrs.	Lbs.	Cwt.	qrs.	Lbs.	Tons	cwt.	qrs.	Lbs.	Cwt.					
438	1st Bower	75	3	22	-	-	-	56	15	0	0	81.25	Hall's Patent	thoda Works, Nagpur	26.140	P.K.	
439	2nd "	75	1	11	-	-	-	56	10	0	0	81.25	"	"	"	26.140	"
441	3rd "	86	0	11	-	-	-	61	17	2	0	69.50	"	"	"	23.240	"
	Collective weight	237	1	16	-	-	-	-	-	-	-	232	-	-	-	-	-
440	Stream	23	3	26	6	1	12	23	17	2	0	23.50	Admiralty	thoda Works, Nagpur	26.140	P.K.	

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 by whom	Material	Length and size supplied	Breaking Test of Steel Wire	Length and size per Table 53
470	300 2 1/2	83752	940	300 2 1/2	Cast iron	"NACO"	thoda Works, Nagpur	SW	130 5 1/2	88.2	130 5 1/2
								SW	4 1/2 3 1/2	26.99	4 1/2 2 1/4
	120 4 3/4	663		120 4 3/4							

Steering Gear, Type Electric Th. 3 Thrings, Olinde Alternative Means of Steering Sackles & blocks for masts.

Steering Chains 4 Windlass thoda Works, Nagpur Boats 4 life boats.

Ceiling in Holds, None Cargo Batches, thickness, material and spacing None.

Cargo Hatchways, 44" Thickness of Hatches, 46"

Size of Hatchways No. 1 11' 3" x 11' 2" No. 2 5' x 2.5' No. 3 4' x 4' x 2.5' No. 4 4' x 4' x 2.5' No. 5 No. 5 No. 6 No. 6

Number of Shifting Beams 4

Builder's Signature KOCKUMS MEKANISKA VERKSTADS AKTIEBOLAG

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 Motor tankers.
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo 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 vessel has been built under special survey in accordance with approved plans and all the Rules requirements, as far as applicable, have been complied with.

The workmanship and the materials are both good.
All cargo oil tanks, main cofferdams, oil fuel tanks and daily oil fuel tanks, deep tanks forward, all compartments in double bottom under motor space, the peak tanks and the fresh water tanks aft have been tested as required by the Rules.
The decks and watertight bulkheads clear of tanks and cofferdams have been tested with water from a hose and found tight.

90% of total fee has been applied for. Estimated tonnage = 8200

The amount of Entry Fee £ 188: 10
Special Survey Fee... £ 10388: 25
Insboard
Received by me, 19

Star: whether the Vessel has been built under Special Survey Yes.
Signature 29/11/45
Surveyor to Lloyd's Register of Shipping.

Committee's Minute Deferred
Character assigned Deferred

Launched 1941: Commissioned 1943
Note for S.R.L. 0135

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Lloyd's Register Foundation

Kochmoro M/218 "BRALI".

PARTICULARS OF LONGITUDINAL FRAMING

FRAMING			Welding of			Welds			Rivets in Brackets to Bulkheads		
Longitudinal			Transverse			Longitudinal			Transverse		
mm.			mm.			mm.			mm.		
<p>150 75 10</p> <p>170 90 10</p> <p>170 90 10</p> <p>200 90 9</p> <p>225 90 11</p> <p>250 90 11</p> <p>250 90 12.5</p> <p>8.06 x 35 = 7.04 x 563</p> <p>8.06 x 35 = 7.04 x 563</p> <p>8.95 x 35 = 7.5 x 52</p> <p>8.95 x 35 = 7.5 x 52</p> <p>9 x 36 = 7.5 x 57</p> <p>9 x 39 = 7.5 x 60</p> <p>10.5 x 41 = 8.25 x 62</p> <p>12 x 46 = 9 x 73</p> <p>14 x 22</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p>26</p> <p>27</p> <p>28</p> <p>29</p> <p>30</p> <p>31</p> <p>32</p> <p>33</p> <p>34</p> <p>35</p> <p>36</p> <p>37</p> <p>38</p> <p>39</p> <p>40</p> <p>41</p> <p>42</p> <p>43</p> <p>44</p> <p>45</p> <p>46</p> <p>47</p> <p>48</p> <p>49</p> <p>50</p> <p>51</p> <p>52</p> <p>53</p> <p>54</p> <p>55</p> <p>56</p> <p>57</p> <p>58</p> <p>59</p> <p>60</p> <p>61</p> <p>62</p> <p>63</p> <p>64</p> <p>65</p> <p>66</p> <p>67</p> <p>68</p> <p>69</p> <p>70</p> <p>71</p> <p>72</p> <p>73</p> <p>74</p> <p>75</p> <p>76</p> <p>77</p> <p>78</p> <p>79</p> <p>80</p> <p>81</p> <p>82</p> <p>83</p> <p>84</p> <p>85</p> <p>86</p> <p>87</p> <p>88</p> <p>89</p> <p>90</p> <p>91</p> <p>92</p> <p>93</p> <p>94</p> <p>95</p> <p>96</p> <p>97</p> <p>98</p> <p>99</p> <p>100</p> <p>101</p> <p>102</p> <p>103</p> <p>104</p> <p>105</p> <p>106</p> <p>107</p> <p>108</p> <p>109</p> <p>110</p> <p>111</p> <p>112</p> <p>113</p> <p>114</p> <p>115</p> <p>116</p> <p>117</p> <p>118</p> <p>119</p> <p>120</p> <p>121</p> <p>122</p> <p>123</p> <p>124</p> <p>125</p> <p>126</p> <p>127</p> <p>128</p> <p>129</p> <p>130</p> <p>131</p> <p>132</p> <p>133</p> <p>134</p> <p>135</p> <p>136</p> <p>137</p> <p>138</p> <p>139</p> <p>140</p> <p>141</p> <p>142</p> <p>143</p> <p>144</p> <p>145</p> <p>146</p> <p>147</p> <p>148</p> <p>149</p> <p>150</p> <p>151</p> <p>152</p> <p>153</p> <p>154</p> <p>155</p> <p>156</p> <p>157</p> <p>158</p> <p>159</p> <p>160</p> <p>161</p> <p>162</p> <p>163</p> <p>164</p> <p>165</p> <p>166</p> <p>167</p> <p>168</p> <p>169</p> <p>170</p> <p>171</p> <p>172</p> <p>173</p> <p>174</p> <p>175</p> <p>176</p> <p>177</p> <p>178</p> <p>179</p> <p>180</p> <p>181</p> <p>182</p> <p>183</p> <p>184</p> <p>185</p> <p>186</p> <p>187</p> <p>188</p> <p>189</p> <p>190</p> <p>191</p> <p>192</p> <p>193</p> <p>194</p> <p>195</p> <p>196</p> <p>197</p> <p>198</p> <p>199</p> <p>200</p> <p>201</p> <p>202</p> <p>203</p> <p>204</p> <p>205</p> <p>206</p> <p>207</p> <p>208</p> <p>209</p> <p>210</p> <p>211</p> <p>212</p> <p>213</p> <p>214</p> <p>215</p> <p>216</p> <p>217</p> <p>218</p> <p>219</p> <p>220</p> <p>221</p> <p>222</p> <p>223</p> <p>224</p> <p>225</p> <p>226</p> <p>227</p> <p>228</p> <p>229</p> <p>230</p> <p>231</p> <p>232</p> <p>233</p> <p>234</p> <p>235</p> <p>236</p> <p>237</p> <p>238</p> <p>239</p> <p>240</p> <p>241</p> <p>242</p> <p>243</p> <p>244</p> <p>245</p> <p>246</p> <p>247</p> <p>248</p> <p>249</p> <p>250</p> <p>251</p> <p>252</p> <p>253</p> <p>254</p> <p>255</p> <p>256</p> <p>257</p> <p>258</p> <p>259</p> <p>260</p> <p>261</p> <p>262</p> <p>263</p> <p>264</p> <p>265</p> <p>266</p> <p>267</p> <p>268</p> <p>269</p> <p>270</p> <p>271</p> <p>272</p> <p>273</p> <p>274</p> <p>275</p> <p>276</p> <p>277</p> <p>278</p> <p>279</p> <p>280</p> <p>281</p> <p>282</p> <p>283</p> <p>284</p> <p>285</p> <p>286</p> <p>287</p> <p>288</p> <p>289</p> <p>290</p> <p>291</p> <p>292</p> <p>293</p> <p>294</p> <p>295</p> <p>296</p> <p>297</p> <p>298</p> <p>299</p> <p>300</p> <p>301</p> <p>302</p> <p>303</p> <p>304</p> <p>305</p> <p>306</p> <p>307</p> <p>308</p> <p>309</p> <p>310</p> <p>311</p> <p>312</p> <p>313</p> <p>314</p> <p>315</p> <p>316</p> <p>317</p> <p>318</p> <p>319</p> <p>320</p> <p>321</p> <p>322</p> <p>323</p> <p>324</p> <p>325</p> <p>326</p> <p>327</p> <p>328</p> <p>329</p> <p>330</p> <p>331</p> <p>332</p> <p>333</p> <p>334</p> <p>335</p> <p>336</p> <p>337</p> <p>338</p> <p>339</p> <p>340</p> <p>341</p> <p>342</p> <p>343</p> <p>344</p> <p>345</p> <p>346</p> <p>347</p> <p>348</p> <p>349</p> <p>350</p> <p>351</p> <p>352</p> <p>353</p> <p>354</p> <p>355</p> <p>356</p> <p>357</p> <p>358</p> <p>359</p> <p>360</p> <p>361</p> <p>362</p> <p>363</p> <p>364</p> <p>365</p> <p>366</p> <p>367</p> <p>368</p> <p>369</p> <p>370</p> <p>371</p> <p>372</p> <p>373</p> <p>374</p> <p>375</p> <p>376</p> <p>377</p> <p>378</p> <p>379</p> <p>380</p> <p>381</p> <p>382</p> <p>383</p> <p>384</p> <p>385</p> <p>386</p> <p>387</p> <p>388</p> <p>389</p> <p>390</p> <p>391</p> <p>392</p> <p>393</p> <p>394</p> <p>395</p> <p>396</p> <p>397</p> <p>398</p> <p>399</p> <p>400</p> <p>401</p> <p>402</p> <p>403</p> <p>404</p> <p>405</p> <p>406</p> <p>407</p> <p>408</p> <p>409</p> <p>410</p> <p>411</p> <p>412</p> <p>413</p> <p>414</p> <p>415</p> <p>416</p> <p>417</p> <p>418</p> <p>419</p> <p>420</p> <p>421</p> <p>422</p> <p>423</p> <p>424</p> <p>425</p>											

A = apt in mry of b. r. (transv. # 22). F = fore in mry of dry wry & hold & drop tank. (transv. # 72)

no Rpt. No. 1962. M/T "LISITA" sister vessel.
 no of the vessel as built, 3 in number, i.e. Midship sections, Oiltight
 Bulkheads, Profile and Plans are forwarded under separate cover.
 The approved plans will be forwarded with the first entry report on the
 sister vessel, Messrs. Hochmeyer Yard No 224.

To complete survey:

The steering gear and the rudders to be tested.
 It cannot be stated when the survey will be completed.

PARTICULARS OF ELECTRIC WELDING (if employed) seams and butts of shell, deck, stringers and
 bulkhead plating are butt welded. Angle of arc about fifty degrees.
 All other connections as per approved plans. Electrodes OK 52 P and ZE.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Longitudinal framing.
 Electrically welded. Cruiser stern. Echo sounding device.

Particulars of Drop Test of Cast Steel Anchors, viz. — Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	48.2.12 P.K. 934 5-1-40	22.0.22 P.K. 933 5-1-40
	2nd	48.1.16 P.K. 936 12-1-40	22.0.9 P.K. 935 12-1-40
	3rd	52.0.12 P.K. 938 5-1-40	27.1.4 P.K. 939 5-1-40
	4th	22.0.27 P.K. 937 15-12-39	

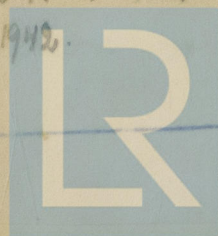
PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 90.55 ft., R.Q.D. ft., Bridge 32.48 ft., Forecastle 63.4 ft.

(in feet, and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated
 Official No. 1 dk. 2nd dk. clear of cargo tanks. Extreme Breadth over Belting 496.27'
 (No. and Name of Tanks) 1 dk. 2nd dk. clear of cargo tanks. Over-all Length (Circ 128)
 Parts of Bottom of Vessel coated with cement or approved composition. Peak tanks and mull at after end of C.R.

PARTICULARS OF WATER BALLAST.—(Comprising all tanks which may be used for Water Ballast. (Circ 1284)
 (Walls are not to be included in the lengths of the tanks, but Coffer-dams and Dry Tanks (if tested) are to be included.)

Where Fitted	Length Feet	Water Capacity Tons	Where Fitted	Length Feet	Water Capacity Tons
Fore peak tank					90
After peak tank					121.5
Deep tank, aft	67.5	177		92.4	472
Deep tank, forward		23		26	598
Other tanks, if fitted	67.5	200			157
Total length (if continuous) and Capacity					

Order for Special Survey No. 90.
 5th April, 1938
 Surveyor's Initials and Date of Survey



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