

Rpt. 8

Port KOBE

No. 4258

Date of writing Report 25th March, 1957 When handed in at Local Office

Received London

First Date 23rd Dec. 56 9-APR 1957 Last Date 2nd Feb. 57.

Survey held at Mukaishima

No. of Visits 15

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

64645

on the ~~XX-XX~~ Steel ~~XX-XX~~

"JAG VIJAY"

Tons gross 7125

Year 1942 Month 6

Built at Vcr.

By Whom Burrard D.D.Co., Ltd.

When

Owners Great Eastern Shipping Co., Ltd.

Owners' address
(If not already in R.B.)

Bombay

Managers

Port of Registry

Hitachi, Mukaishima

Date of last examn. in Drydock 15-1-57

Surveyed Afloat or in Drydock Both

Name of Dock

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report No.

To be filled in at Head Office.

725

Port

Fre

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

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report.

SHIP'S CLASS
Date of Special and of Drydocking Surveys, etc.

Machinery

+100A1

+LMC

SS Bmn - 10,52

Engine 10,52

Dkg - 11,55

Boiler 11,55

Tailshaft CL 10,55

Steam pipe 10,52

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified

ft

ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR DAMAGE REPAIRS, PERIODICAL SPECIAL SURVEY AND ALTERATIONS:
Damage stated to have been caused through vessel contacting mooring buoys in River Hooghly on 18th October, 1956.

It was stated that repairs to the following had been deferred in Calcutta.

PERMANENT REPAIRS:

NOW DONE:- (A) SHELL PLATING - PORT - Plate numbers from aft.

"C" strake - No.1 plate set in and indented - Part released faired and replaced.

"D" strake - No.7 plate indented - Faired in place.

"E" strake - No.7 plate set in and indented - Part released, faired and replaced.

"F" strake - No.7 plate set in and indented - Part released, faired and replaced.

Deep tank port and No.7 double bottom tank in way hydrostatically tested on completion of repairs and found tight.

(B) RUDDER, RUDDER STOCK ETC.

Rudder stock twisted (New rudderstock - Markings Lloyd's SLD 2092 AG 13.4.56 on board ship).

Ruuder and stock removed ashore for checking of alignment, and existing stock removed. New rudderstock machined to same size as existing one. Tiller removed from original stock hole machined to suit and later fitted to new stock by shrinkage. Key for tiller renewed. Rudder quadrant removed ashore, and hole machined to suit new stock.

(Cont'd.)

CONTINUATION SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								Rudder stock renewed
Removed and Faired or Repaired								Tiller, quadrant and other fittings machined to suit, Coupling bolts renewed etc.
Faired or Repaired in place	4							

Has a Survey also been held on machinery of the Ship?

YES.
NOW.

If so, is the Report sent now, or when will it be sent?

Is Classification Certificate required? If so, to be sent to

Has Interim Certificate been issued?

Yes - No. B37886, copy enclosed.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:— "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This ship, in my opinion is eligible to remain as classed and to have record of dry docking 1,57 and the Notation of S.S. Mukaishima 2,57.

J. R. Wilson.
Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

TUESDAY 7 MAY 1957

DS 1.57 without spl cdn

SS Kol. 2.57 ES 2.57

MB 52.57 SPS 1.57

TSN 1.57

CERTIFICATE WRITTEN

002876-002882-0057

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SURVEY

Have the spaces now surveyed been cleared and cleaned as necessary?..... Yes

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules?..... Yes

Have the bilges been cleaned out and examined?..... Yes

Has steelwork had rust removed and afterwards been recoated as necessary?..... Yes

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?..... None

Has a Load Line Survey been held?..... Yes

If so, state which..... **Renewal Freeboard Survey.**

Have the shell and deck plating been drilled as per Rule?..... No

If so, Report 8(Dr) to be attached

Have any alterations to the approved scantlings and arrangements now been effected?..... Yes

If so, report details in body of Report.

TABLE 2

Shell plating	Good	Ceiling and Cargo Battens	Good	Sluice Valves examined and found	None
" " in way of side scuttles	Good	Cement or Asph	Good	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Good
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings	Good	Condition, how ascertained	By examination
Coamings and Casings	Good	and closing appliances	Good	(State if wedges removed)	Good
Beams and Fastenings	Good	Companionways and Skylights	Good	Chain Locker	
Frames	Good	Shell Openings	Good		EQUIPMENT
Reverse Frames	Good	Ash Shoots	None	Equipment Letter	a+
Longitudinals	None	Overboard Discharges and Scuppers	Good	Anchors, No. of	3B 1S Condition Good
Transverses	None	Freeing ports	None	Cables (State if now ranged and examined)	Yes
Floors	Good	Steering Gear (Main and Auxiliary)		" length	270fms mean diam. 2 5/16"
Keelsons	Good	examined and found	Good	" (on board)	
Stringers	Good	Windlass examined and found	Good	" Rule Length	270fms Size 2 5/16"
Inner Bottom Plating	Good	Pumps " " "	Good	Hawsers and Warps	Sufficient
Bulkheads and Tunnel	Good	W.T. Doors " " "	Good	State if any Anchors or Chain Cable have	None
				now been supplied or retested, if so,	
				complete Report 8(Eq) and attach.	

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee 5.5 £ 180-0-0 *W*
alteration & repairs
 Special Damage or Repair Fee (if any) 50.00-0-
(see D-38895)
Special Attend. Fees 11-0-0
 Travelling Expenses (if chargeable) 8-0-0 *per note str. d/d 17/4*

Second Surveyor's Fee (if any) _____
 Date when A/c. Rendered _____

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S.S. "JAG VIJAY"

Coupling surfaces of rudder and new stock machined as necessary.
 6 in No. coupling bolts and nuts renewed with tested material.
 3 in No. coupling bolt holes of steadying bracket (aft side) rereamed
 in place. 5 in No. coupling bolts and nuts of steadying bracket
 (ford side) renewed with tested material.
 Rudder bottom pintle steel bush and 10 in No. connecting bolts
 renewed. Lignumvitae bearing for the above renewed.
 Grease packings for upper stuffing box renewed.
 Rudder plug renewed.
 Odd fractures on rudder starb'd side veed out and rewelded.

On completion, rudder tried over prior to undocking and found satisfactory.

PERIODICAL SPECIAL SURVEY

DUE 10,56

Ship 14 years Old.

REPAIRS (WEAR & TEAR)

NOW DONE:-

SHELL PLATING - PLATE NUMBERS FROM AFT

Starb'd side

"G" strake - Nos. 6, 7, 13, 14, 15 and 18 plates - Renewed (6)
 "H" strake - Nos. 5, 6, 7, 8, 13 and 15 plates - Renewed (6)

Port side

"G" strake - No. 13 plate part wasted - Cropped & part renewed (1)
 - Nos. 15 and 16 plates - Renewed (2)
 - No. 18 plate - Part doubled (1)
 "H" strake - Nos. 5, 6, 7, 13, 15 & 17 plates - Renewed (6)

Approx. 400 rivets in bottom shell of Fore Peak
 and No. 1 D.B. tank wasted - Renewed.

COLLISION BULKHEAD

No. 2 strake from bottom (P. & S.) - Renewed (2)
 No. 3 strake from bottom (P. & S.) - Renewed (2)
 No. 4 strake from bottom (S. & Cr. plates) - Renewed (2)

BULKHEAD BETWEEN Nos. 1 & 2 HOLDS

Bottom strake (P. & S.) part wasted - Doubled.
 Webs of bulkhead stiffeners thin - 10 (P. & S.) fitted with welded
 doubler to height of 4 metres above
 tank top
 1 bulkhead stiffener (S) bottom part wasted - cropped and part renewed
 6 Bottom stiffener bkts. (P. & S.) - Cropped and part renewed.

BULKHEAD BETWEEN Nos. 2 & 3 HOLDS

Bilge and wing plating of bottom strake (P. & S) thin - Renewed.
 Webs of bulkhead stiffeners (P. & S) thin - 11 (P. & S) fitted with welded
 doubler to height of 4 meters
 above tank top.
 Bottom bkts. of bulkhead stiffeners thin - Renewed (9 P. & S.)

DEEP TANK

Starb'd side

Ford bulkhead

Bottom and 2nd strake above tank top thin - Renewed.
 Part plating of 4th strake above tank top thin - Renewed.
 Wing bulkhead plating thin - Cropped & part renewed.
 Bulkhead stiffeners ($\frac{1}{2}$ height from tank top) thin - Renewed (8)
 Bulkhead stiffeners - top half - Renewed (3)
 - Web of stiffener doubled (5)
 Stiffener bottom brackets wasted - Renewed (6)
 Stiffener top brackets wasted - Renewed (9)

After Bulkhead

2 bulkhead stiffeners including 2 top and 1
 bottom bkt. wasted - Renewed.

Thrust Recess

Plating of thrust recess side wasted - Renewed.
 Top plating of thrust recess wasted - Renewed.
 Thrust recess side stiffener bottom bkts wasted - Renewed (5).

Centre Line Bulkhead

After part of Centre Line bulkhead plating wasted - Cropped and part renewed.
 1 - Centre Line bulkhead stiffener wasted - Renewed.
 2 - Centre Line bulkhead stiffeners - lower
 part wasted - Cropped and part renewed.
 7 bottom brackets and 3 top brackets of
 Centre Line bulkhead stiffeners wasted - Renewed.

Margin brackets, flange wasted - Cropped & part renewed (7)
 Upper portion of side shell frames thin - Cropped and part renewed (6)
 Inner bottom plating at toes of 3 after
 bulkhead stiffener bottom brackets thin - Fitted welded doubler.

Tank Top Plating (2nd Deck)

Tank top plating thin - Renewed complete.
 Under deck girder and connections wasted - Renewed.
 1 deck beam part wasted - Cropped and part renewed.
 Hatch coaming of deep tank wasted - Renewed.
 Steel W.T. Hatch cover wasted - Renewed.

Port Side

Ford Bulkhead

Bottom and 2nd strake above tank top thin - Renewed.
 Wing bulkhead plating thin - Cropped & part renewed.

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Bulkhead stiffeners - top half	- Web of stiffener doubled (8)
Stiffener bottom brackets wasted	- Renewed (8)
Stiffener top brackets wasted	- Renewed (10)
<u>After bulkhead</u>	
2 bulkhead stiffeners including 2 top bkts. thin	- Renewed.
<u>Thrust Recess</u>	
Upper strake of thrust recess side, wasted	- Renewed.
Top plating of thrust recess wasted	- Renewed.
<u>Centre Line Bulkhead</u>	
2 beam bkts. to Centre Line bulkhead wasted	- Renewed.
Upper portion of side shell frames, thin	- Web of frame doubled (7)
Inner bottom plating at toes of 3 after bhd. stiffener bottom bkts. thin	- Fitted welded doubler.
<u>Tank Top Plating (2nd Deck)</u>	
Tank top plating thin	- Renewed complete.
Under deck girder and connections wasted	- Renewed.
3 - deck beams part wasted	- Cropped & Part renewed.
Hatch coaming of deep tank wasted	- Renewed.
Steel W.T. hatch cover wasted	- Renewed.
<u>NO.1 HOLD</u>	
26 margin brackets (port side) thin	- Renewed.
5 margin brackets (starb'd side) thin	- Renewed.
8 margin brackets (starb'd side)	- Part doubled.
Gusset plating - port side - wasted	- Renewed complete.
starb'd side	- Part renewed.
Tank top plating (starb'd) immed. ford of bhd. between Nos.1 & 2 Holds	- Part doubled.
Margin plating (port) part pitted	- Welded doubler fitted.
<u>No.1 TWEEN DECK</u>	
1 after bulkhead stiffener - lower part	- Doubled.
After tween deck bulkhead plating (S)	- Part doubled.
<u>No.2 HOLD</u>	
Tank top plating indented in 3 places	- Faired in place.
Tank top plating, starb'd side ford	- Part doubled.
<u>No.2 TWEEN DECK</u>	
After tween deck bhd. plating (S)	- Part doubled.
6 Bhd. stiffener bottom brackets wasted	- Renewed.
2nd deck plating (P. & S.) in way of knuckled portion of chock plates	- Part doubled.
<u>No.3 HOLD</u>	
2 main frames (port) and 1 Main frame (starb'd)	- Web of frame Part doubled.
Tank top plating indented in 2 places	- Faired in place.
<u>No.3 TWEEN DECK</u>	
2nd deck plating (P. & S.) in way of knuckled portion of chock plates	- Part doubled.
<u>No.4 TWEEN DECK</u>	
After tween deck bulkhead plating (p. & S.)	- Part doubled.
2nd deck plating (P. & S.) in way of knuckled portion of chock plates	- Part doubled.
<u>Lower portion of ventilators to deep tanks wasted</u>	
	- Part renewed. (4)
<u>No.5 HOLD</u>	
1 Margin bracket (starb'd) part wasted	- Cropped & part renewed.
<u>No.5 TWEEN DECK</u>	
Ford tween deck bhd. stiffener bottom brackets wasted	- Renewed (3)
<u>ENGINE ROOM</u>	
1 margin bracket, port side, part wasted	- Cropped and part renewed.
1 margin bracket, port side, buckled and part thin	- Faired and welded doubler fitted.
<u>No.1 HATCH</u>	
Hatch coaming horizontal stiff. (P. & S.) wasted at ford end	- Cropped & part renewed.
Coaming plate at ford end pitted	- Part doubled.
1 Hatch beam bottom angle buckled	- Cropped and part renewed.
<u>No.2 HATCH</u>	
Coaming port side pitted	- Welded doubler fitted.
Hatch coaming starb'd at ford corner cracked at Connection of winch seat to coaming	- Crack veed out welded and doubler fitted.
	Winch seat cut back from coaming.
2 - Coaming brackets port side - wasted	- Renewed.
1 - Hatch beam - bottom angles thin	- Renewed.
<u>No.3 HATCH</u>	
Horiz. stiff. connection to galley side casing wasted	- Cropped & part renewed.
Hatch coaming port at after end pitted	- Welded doubler fitted.
<u>No.4 HATCH</u>	
Hatch coaming at after corner (P. & S.) cracked at Connection of winch seat to coaming	- Crack veed out welded and doubler fitted.
	Winch seat cut back from coaming.
Hatch coaming (port) at ford end pitted	- Welded doubler fitted.
Hatch coaming horiz. stiff. port side wasted	- Cropped and part renewed.
1 - hatch coaming bracket (p.s.) wasted	- Renewed.
2 Hatch cleats	- Renewed.
<u>No.5 HATCH</u>	
Hatch coaming (port) pitted	- Welded doubler fitted.
Hatch coaming horiz. stiff. (P. & S.) wasted	- Cropped and part renewed.
2 - coaming brackets - port side wasted	- Renewed.
1 Hatch beam, bottom angles thin	- Renewed.
<u>SMALL HATCH ON UPPER DECK FORD</u>	
Coaming at fore end pitted	- Part doubled.
5 - Turnbuckles wasted	- Renewed.

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SMALL HATCH ON POOP DECK

Coaming plate pitted - Part doubled.
W.T. steel cover and fastening bolts wasted - Renewed.

CHAIN LOCKER

Bottom brackets of bhd. stiffeners and side frames wasted - Renewed (16).
Bottom portion of Centre Line bulkhead in Chain Locker - Part doubled.
Cable clench fittings (P. & S.) wasted - Renewed.

RUDDER TRUNK

Side shell frame (p. & s.) wasted - Cropped & part renewed.

STEERING GEAR COMPT.

Centre Line web frame at after end, bottom portion wasted - Cropped & part renewed.

FORD DECKHOUSE ON UPPER DECK

Coaming plate at ford & after ends and port side, pitted - Part doubled.

6 Air pipes including wire gauzes & cover plates and fastenings - Renewed.
8 air pipes part wasted - Cropped & part renewed.
8 air pipe cover plates with fastenings & wire gauzes - Renewed.

1 Rigging Screw renewed, 4 rigging screws part renewed and 11 shackle pins renewed.

Ceiling laid at this time in Nos. 1, 2, 3 & 4 holds in way of hatches over.

Ceiling fitted completely over tank top of No. 5 hold.

Ceiling fitted over shaft tunnel top in Nos. 4 & 5 holds.

Limber boards and cargo battens renewed as necessary.

CONDITION OF CLASS:

- 1) Fit cargo battens in original cross bunker space earliest opportunity.
Cargo battens have been fitted in the above space at this time.
- 2) (S) Deep tank fwd. bhd. stiffeners to be specially examined and dealt with as necessary by next Special Survey.
The above stiffeners etc., have been renewed at this time - See body of report.
- 3) Indented shell plates E6, F7, D7 and C1 (p.s.a.) to be dealt with as necessary at next Special Survey.
The above plates have been satisfactorily dealt with at this time - See under Damage Repairs.
(N.B.) plate No. E7 was faired and not E6 as originally reported)
- 4) Shell plate No. 1 in 4th below sheer (s.s.) to be dealt with as necessary by next S.S.
The above plate - "G" strake No. 18 from aft has been renewed at this time.
- 5) Rudder stock to be renewed by 5.56.
The rudder stock has now been renewed - See under Damage repairs.
- 6) Repairs to No. 2 D.B. Tank top plating by Next Special Survey:
NOW DONE:-
Bolted plate removed, tank top plating in way cropped and part renewed.
No. 2 D.B. tank top hydrostatically tested on completion and found tight.

All the above items (Nos. 1-6 inclusive) have been dealt with to satisfaction at this time and it is recommended that they be now deleted from the vessel's class.

ALTERATIONS:

The following alterations have been carried out at this time:-

- 1) No. 3 Hatch and cross bunker hatch on upper and 2nd decks made continuous.
Dimensions of new hatch - 25'-6" x 20'-0".
Alterations in connection with the above have been carried out in accordance with the approved plan, copy of which is enclosed.
On completion, upper deck and coaming (P. & S) in way of alterations hose tested and found tight.
- 2) W.T. Bulkhead No. 93 in hold and tween deck between original cross-bunker space and No. 3 Hold removed at this time.
Original N.W.T. Bulkhead No. 86 now made watertight to upper deck.
Bulkhead No. 86 made watertight to 2nd deck in accordance with approved plan, copy of which is enclosed.
In tween deck bhd. No. 86 (stepped to Fr. No. 77½ (P. & S.)) made watertight in accordance with approved plan now enclosed.
On completion, bulkhead to upper deck hose-tested and found tight.
- 3) After deep tank (P. & S.) subdivided at this time, lower portion becoming fuel oil tank (P. & S) and upper portion, water ballast tank (P. & S.)
The alterations have been carried out in accordance with the approved plans, copies of which are enclosed.
The lower portion of after bulkhead in hold in way of fuel oil tanks has been fitted with sparring and gutterways fitted at bulkheads in hold and machy space as required.
The tanks have been tested, in accordance with the Rules and found tight.
Capacities of the tanks are as follows:-

Fuel Oil Tank (P)	- 152 Tons O.F.
" " " (S)	- 132 Tons O.F.
Water Ballast Tank (P)	- 225 Tons S.W.
" " " (S)	- 232 Tons S.W.

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- 4) Ventilator at ford end of ford deckhouse (P. & S.) removed at this time. And openings plated over.
Derrick post, 730mm dia. (P. & S.) extending to 2nd deck and also acting as ventilator now fitted. Upper deck plating (P. & S.) in way of same suitably compensated. On completion, upper deck in way of the above hose tested and found tight. The above modifications are in accordance with the approved plan, copy of which is enclosed.
- 5) Wing bunker hatch (P. & S.) on upper deck removed at this time and openings permanently closed with 12mm thick steel plate.
Deck plating in way hose-tested on completion, and found tight.
Bunker hatch (P. & S.) in tween deck removed at this time and openings plated over.
- 6) Additional skylights (2) now fitted on upper deck aft as follows:-
Within line of hatch in way of former tonnage well (S) and immediately ford of after deckhouse (P).
Each opening 500mm x 500mm, coaming 650 x 9mm closed by hinged steel W.T. cover secured by 6 toggles. Substantial bull's eye fitted having protection bars.
Canvas cover provided.
- 7) Existing tween deck scupper at frame Nos.93/4 (P. & S.) discharging into hold bilges removed at this time and similar scupper fitted between frame Nos.86/7 (P. & S.)
The following additional overboard discharges have been fitted at this time:-
1-2" dia. (P. & S.) from ford midship accommodation and 1-2" dia. (P. & S.) from after midship accommodation on upper deck led overboard below freeboard deck with bronze N.R. valve at ship's side.
- 8) Nos. 3 & 4 double bottom tanks made common at this time, openings cut in O.T. floor No.93. Those items affecting freeboard have been noted on Report C11 (contd) copy of which has been placed on board vessel, and also copy enclosed herewith.

The following approved plans of alterations etc., are enclosed herewith.

1. Renovation of No.3 Hold.
2. " " " " (Alteration 1)
3. " " Deep Tank.
4. " " " " (Alteration 1)
5. " " Fr.86 W.T. bulkhead.
6. " " tweendeck Fr.Nos.77½ - 86 W.T. Bulkhead.
7. No.3 Hatch - Hatchway beam.
8. Derrick Post.
9. Reinforcement for Winch.
10. " " " " (Alteration 1)
11. Water service and drainage plan.
12. General Arrangement.

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