

"JAG VIJAY"Now done for Damage: -

Vessel placed in dry-dock, bottom and rudder cleaned, examined and found or placed in good order and recoated. Examined all cargo holds and tweendeck, fore- and after peak tanks, deep tank amidships and D.B. tank No.3 on port side steering gear and its connections and found or placed in good order.

Damage Repairs now effected: -(plates numbered from fwd.)a) Damage

FK2 (fwd. keel plate buckled) renewed

(1) ✓

D8 on port side cropped and partly renewed, butts E.W.

(1) ✓

C4, D3 on port side and D3 on starboard side faired in place

(3) ✓

A number of defective shell rivets and 6 metres shell plate edges recaulked and electric welded in way of aftermost keel plate and adjacent Al p & s in way of after peak tank.

Damage b) (Engine Repairs only)c) Damage

Hold bulkhead at frame 106: 8 plates renewed

(8) ✓

Hold bulkhead at frame 93: 4 plates renewed

(4) ✓

Hold bulkhead at frame 40: 6 plates renewed

(6) ✓

Hold bulkhead at frame 59: 10 plates renewed

(10) ✓

18 stiffeners with brackets renewed

(18) ✓

1 horizontal stringer renewed

(1) ✓

Hold bulkhead at frame 66: 2 plates faired in place

(2) ✓

2 Stiffeners renewed incl. brackets

(2) ✓

Upper deck: 3 deck plates renewed

(3) ✓

1 deck plate faired in place and doubled fitted

(1) ✓

Tween deck: 5 deck plates renewed

(5) ✓

1 deck plate faired in place and doubled

(1) ✓

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.	Cwts.	qrs.			
1st Bower												
2nd "												
3rd "												
Collected 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. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
See Page I (on back)	268 3/4	2 1/4	96 1/4	138 3/4	734.3.0	720.3.0	270	2 1/4	STD L.	SEE PAGE I	
Iron Stream Chain or Steel Wire											

Centre line bulkhead hold No.1: 2 stiffeners faired in place

(2) ✓

" " " " " " 1 Angle renewed

(1) ✓

" " " " " " 2:3 Plates renewed

(3) ✓

" " " " " " 5 Stiffeners renewed

(5) ✓

" " " " " " 2 boundaries and 2 angles renewed

(4) ✓

" " " " " " 2 fwd.: 1 plate renewed

(1) ✓

" " " " " " 2 plates faired in place

(2) ✓

" " " " " " 2 angles renewed

(2) ✓

Continued/.....

"JAG VIJAY"

Centre line bulkhead hold No.3: 1 stiffeners renewed

(1) ✓

" " " " " " 2 brackets renewed

(2) ✓

" " " " " " 2 Angles renewed

(2) ✓

" " " " " " 3a: 2 Brackets renewed

(2) ✓

" " " " " " 4: 3 Plates renewed

(3) ✓

" " " " " " 5 stiffeners renewed

(5) ✓

" " " " " " 5 angles renewed

(5) ✓

" " " " " " 5: 2 angles renewed

(2) ✓

" " " " " " 1 bracket renewed

(1) ✓

Tweendeck bulkhead at frame 93: 1 plate renewed

(1) ✓

" " " " " " 3 Plates faired in place

(3) ✓

" " " " " " 4 Stiffeners renewed

(4) ✓

Hatchways on tweendeck: No.1 after end coaming renewed

(1) ✓

" " " " " " : No.1 fwd end coaming faired in place, 1 angle renewed

(1) ✓

" " " " " " : 5 Hatch beam plates faired and all angles renewed

(5) ✓

" " " " " " : No.2 after end coaming renewed

(1) ✓

" " " " " " : No.2 fwd. end coaming faired in place, 1 angle renewed

(1) ✓

" " " " " " : 5 Hatch beam plates faired and all angles renewed

(5) ✓

" " " " " " : No.3 after end coaming renewed

(1) ✓

" " " " " " : No.3 fwd. end coaming faired in place, 1 angle renewed

(1) ✓

" " " " " " : 2 Hatch beam plates faired and all angles renewed

(2) ✓

Hatchway on tweendeck No.3a after end coaming renewed

(1) ✓

" " " " " " forward " faired, 1 angle renewed

(1) ✓

" " " " " " 1 hatch beam plate faired, angles renewed

(1) ✓

" " " " " " 4 both end coamings faired, 2 angles renewed

(2) ✓

" " " " " " 4 beam plates faired, all angles renewed

(4) ✓

" " " " " " 5 all coaming faired, 2 angles renewed

(5) ✓

" " " " " " 1 hatch beam completely renewed

(1) ✓

" " " " " " 3 hatch beam plates faired and all angles renewed

(3) ✓

Hatchways on upper deck No.2 all coamings faired, 2 angles renewed

(4) ✓

" " " " " " 4 beam plates faired, all angles renewed

(4) ✓

" " " " " " 3, 2 hatch cover rect angles renewed

(2) ✓

" " " " " " 3a, 1 beam plate faired, all angles renewed

(1) ✓

" " " " " " 5, 2 hatch cover rect angles renewed

(2) ✓

" " " " " " 3 beam plates faired, all angles renewed

(3) ✓

d) Damage

158 hatch covers renewed (50% of total)

(158) ✓

25 Hatch covers repaired (50% of total)

(25) ✓

1800 metre cargo battens and 270 clips renewed (60% of total)

252 sq.m. tank top ceiling and 192 sq.m. bilge ceiling renewed in all holds (60%

of total)

e) Damage

Shell plates renewed on p.s.: H1 & 2, on s.s.: H1, 2 & 3

Shell plates on p.s.: G5 and G6 cropped and one new plate fitted (G6)

(6) ✓

One shell plate F5 on s.s. cropped and partly renewed, butts E.W.

(1) ✓

Shell plates removed, faired and refitted: H6 on s.s.

(1) ✓

Continued/.....

CHAIN CABLES

however strength of 1:2.04 fixed fastened until tested

#	LENGTH & SIZE SUPPLIED	TEST AS PER CERT.	WEIGHT OF CHAIN CABLE	DESCRPT.	MAKERS	WHERE AND WHEN TESTED AND SUPER
CERT	LENGTH DIM	STAT	BREAK			
(S)						
42659 A	90 2 5/16	96.50	134.150	244 10 11	STUD LINK	UNKNOWN
17481	15 2 5/16	96.50	134.150	39 11 12	STUD LINK	CHESTER - 9.48 - BOLTON
28020	14 2 5/16	96.50	134.150	44 10 21	STUD LINK	LOW WALKER - 1.52 - VOGEL
29389	15 2 5/16	96.50	134.150	39 10 3	STUD LINK	LOW WALKER - 1.52 - VOGEL
22944-I	15 2 5/16	96.50	134.150	40 10 3	STUD LINK	KENDRIK & MOLE
22944-A	15 2 5/16	96.50	134.150	40 10 3	STUD LINK	LOW WALKER - 2.47 - VOGEL
22944-B	15 2 5/16	96.50	134.150	40 10 3	STUD LINK	LOW WALKER - 2.47 - VOGEL
22944-C	15 2 5/16	96.50	134.150	40 10 3	STUD LINK	LOW WALKER - 2.47 - VOGEL
22944-D	15 2 5/16	96.50	134.150	40 10 3	STUD LINK	LOW WALKER - 2.47 - VOGEL
22944-E	15 2 5/16	96.50	134.150	40 10 3	STUD LINK	LOW WALKER - 2.47 - VOGEL
22944-F	15 2 5/16	96.50	134.150	40 10 3	STUD LINK	LOW WALKER - 2.47 - VOGEL
22944-G	15 2 5/16	96.50	134.150	40 10 3	STUD LINK	LOW WALKER - 2.47 - VOGEL
22944-H	14 2 5/16	96.50	134.150	40 10 3	STUD LINK	LOW WALKER - 2.47 - VOGEL

ON BOARD	268 2 5/16	96.50	134.150	731 10 3	STUD LINK	
REQUIRED	270 2 5/16	96.50	134.150	720 10 3	STUD LINK	

(S)						
(I)						
(2)						
(I)						
(2)						
(2)						
(2)						
(I)						
(I)						

(4)						
(4)						
(S)						
(I)						
(S)						
(S)						

(S)						
(S)						
(S)						
(S)						
(S)						

(S)						
(S)						
(S)						
(S)						
(S)						

(S)						
(S)						
(S)						
(S)						
(S)						

"JAG VIJAY"

Shell plates faired in place on p.s.: G7, H3,8,14,

" " " " " " s.s.: H4,13,15,12,K3 & 5) (10)

10 Frames each, p.s. fwd in way of H1 & 2 cropped and partly renewed, butts E.W. (20)

Shell plating in way of damage repair hose tested and found in order.

II. STRENGTHENING OF INCREASED DRAUGHT: -

This vessel has been strengthened for increased draught as requested for North Sands type vessels, as follows: -

1. Upper deck sheer strake plate strengthened by doubling, plates 48" x 1/2" for 0.5 L amidships on port and starboard side.
2. Tween deck bulkheads have been made watertight to the upper deck.
3. Hold bulkheads, the plating has been partly renewed (buckled and wasted see damage c, fire damage, before) at bulkhead 40, 59, 93 and 106. New plates: bottom strake 12 mm, other strakes 10 mm. Remaining plating of hold bulkheads reinforced by fitting 3" x 3/8" horizontal flats welded edge on to each strake of existing bulkhead plating. Stiffeners of W.T. bulkheads 40, 93, 106 and 135 reinforced below 2nd deck by fitting 3 1/2" x 7/8" face flats to each stiffener.

4.) All air pipes for double bottom tanks Nos.2, 3, 4, 7 & 8 (oil fuel tanks) renewed. Now 4" and 5" diam., height 36" above deck of substantial construction with wire gauge and hinged covers (see also Rpt.C11 Contd.)

5) One new air pipes fitted abreast engine casing each, p. & s., 5" diam, height 36" above deck (settling tanks) of substantial construction with wire gauge and hinged steel covers.

6) Remaining air pipes for peak tanks, fresh water tanks, air tanks and deep tanks increased in height. Openings now 36" above deck.

7) 2 Companionways in after deck house to crew's accommodation (1 p.s., 1 s.s.) sill to entrance door increased in height from 18" to 24".

8) Entrance door will in bridge house p.s. wall to No.3 cargo hold increased from 18" to 24" height (see also Rpt.C 11 Contd.)

The new amended freeboard marks have been placed on ship's side, verified and cut in and the old marks cut out.

III. CONVERSION TO OIL FUEL BURNING: -

This vessel has been converted to burning oil fuel burning in accordance with the approved plan of settling tank No.3 Fr.8 350, approved Hamburg 11th September, 1951 (attached herewith). The oil fuel is carried in double bottom tanks Nos.2, 3, 4, 7 and 8 and the new both settling tanks, now fitted as per attached plan. All single riveted seams and butts have been reinforced by E.W. in way of oil fuel plating. A cofferdam has been installed at frame 66 - 67 separating double bottom tank No.6 (fresh water) from the fuel oil double bottom tank No.7. The new cofferdam has been fitted with bilge pipe suction, air and sounding pipe as per Rules. The tween deck plating in way of settling tanks has been additionally added at all plate edges and a drain pipe has been fitted, each p. & s., to drain to the oily bilge in the engine room. Ventilation, air- and sounding pipes with striking plates, suctions, filling and overflow pipes have been fitted in accordance with the Rules and Circular 1866. All steel work in connection with the oil fuel conversion has been cleaned, scaled and drilled where necessary, examined throughout and found to be in good condition. The centre girder has been made tight by E.W. as required and the material used for the alteration and for the repairs is tested S.M.steel and approved electrodes have been used by trained welders. The sounding pipes of D.B. tank No.4 (in front of boilers) have been extended to the open air and the remaining requirements of section 20 of the Rules have been complied with. The both new settling tanks are installed on tween deck abreast engine casing at frame 67 - 76 and a new steel bulkhead has been fitted at frame 77, p. & s. to separate the settling tanks from No.3A tween deck space. After

"JAG VIJAY"

completion of the conversion the double bottom tanks Nos.2, 3, 4, 7 & 8 and both the settling tanks have been hydraulically tested and found tight and good.

IV. SPECIAL SURVEY: -Now done for Special Survey: -

Vessel placed in dry-dock, bottom and rudder (lifted), cleaned, examined and recoated. Anchors and cables ranged and examined.

The holds, tween decks, peaks, bunkers, engine and boiler rooms cleaned, ceiling removed as required. Steelwork examined throughout, scaled and coated as necessary, ~~unplating~~ Shell plating drilled and gauged as necessary and plating in way of side lights examined. All double bottom tanks, deep tanks, fore- and after peak tanks and settling tanks examined internally and tested. Decks, drilled as necessary, chain locker, masts and rigging, hatch coamings and covers, steering gear, main and auxiliary gear, windlass, hand pumps, watertight door, air- and sounding pipes and striking plates examined and all found or placed in good order.

Freeboard Renewal Survey carried out and amended freeboard mark verified (see strengthening for increased draught).

Repairs, Wear and Tear now effected: -

Steering gear overhauled and tried. Emergency gear 2 shackles, 2 long eyes with bolts, 3 tackles with 10" sheaves renewed and 2 gaskets for cover on deck renewed.

Windlass both piston rods machined, bushes renewed, sluice valve rods renewed, sluice valve planned and skimmed in. Crosshead bush renewed. Piston rings renewed. Both brakes freed up. One main bearing renewed and bearings adjusted.

4 Old deck winches removed, foundations renewed and 4 new winches (from Owners supplied) fitted. Life boats and davits removed and 2 new steel life boats, each for 60 persons, (1 motor life boat on s.s., see LSA test attached) with 2 sets Wellin davits (supplied by Owners, L.R. tested 17.4.30 and 30.4.30) fitted. Deck strengthened and supported and fair leads fitted, to my satisfaction, wood deck in way partly renewed and davits and launching gear tested.

5 Ventilator coamings renewed.

2 Sounding pipes extended to upper deck for No.4 D.B. tank.

2 Air pipes and 12 sounding pipes partly renewed.

5 Metres rail renewed and 56 m rail repaired.

158 hatch covers renewed and 24 repaired and fitted with galv. steel banks at ends.

1200 metres cargo battens and 180 clips renewed.

168 sq.m. tanktop ceiling and 128 sq.m. bilge ceiling renewed in all cargo holds (see also damage repairs).

10 wood derricks replaced by 10 steel derricks (5 tons).

Alterations of aft accommodation made.

Ladder trunks in cargo holds in way of tween decks repaired in hold No.1, 2, and 4.

1 Recess top plate renewed in deep tank.

1 Doubling fitted on upper deck between No.3 and 3a hatch and both fore- and aft hatch coamings in way renewed (fractured), butts E.W.

Galley side wall and front wall partly renewed, deck doubled.

Winches overhauled and put in good working condition.

Saddle bunker made ready for storing of galley coal by fitting wood boards and ladder.

Fore mast, 4 shrouds and 2 stays $4\frac{1}{2}$ " renewed incl. bottle screws and shackles.

Port and starboard Samson posts each 3 shrouds 3" renewed, 6 bottle screws

"JAG VIJAY"

renewed with shackles. 1 Stay each on p & s. of funnel with 2 bottle screws renewed.

Main mast, 4 shrouds and 2 stays $4\frac{1}{2}$ " renewed. Shackles renewed, bottle screws freed up and repaired.

1 Iron top mast 15' x 12" diam. fitted with fittings.

Minor deck repairs effected: -

Ventilator cowls, ladders, doors, rails, accommodation.

Equipment: -

1 Bower anchor (spare bower) now placed on board together with 300

fathoms chain cable 2 5/16" stud link (see particulars above).

Note:

Upon request of the Owners' representative an examination of the

Life Saving Appliances and the Light and Sound Signals on board of this vessel was made and the corresponding certificates issued. Copies attached.

S.R.List:

The item: Dry-docking (striking buoys), repairs to indented shell

plating &c. (p. & s.) buckled bhd. plating between No.3 hold and cross bunker (p.s.) stem plating,

frames &c. (p. & s.) in 3rd strake below sheer bg and to indented keel and shell plating (p. & s.)

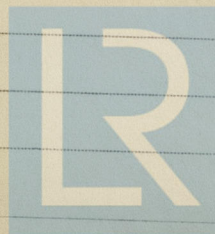
also buckled deck and bhd plating &c. (fire damage) in way of No.2 and 4 hatches at the next SS" may be

deleted in the SRL as this has been repaired now, see also repairs to damage a & c. The item "starboard

cable to be further examined on arrival at U.K. from present voyage", may be deleted as the cable has

been entirely renewed this time, see above wear and tear repairs.

Al. Henry



© 2020

Lloyd's Register
Foundation