





CHAIN CABLES

Report of the Surveyor on the condition of the chain cables of the vessel "JAG VIJAY"

Table with columns: #, CERT, LENGTH & SIZE SUPPLIED, TEST AS PER CERT., WEIGHT OF CHAIN CABLE, DESCRIP., MAKER, WHERE AND WHEN TESTED AND SUPER. Includes rows for cables 42659 A through 22944 H and summary rows for ON BOARD and REQUIRED.

Handwritten signature: O. J. C. 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 3/2" 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 sill 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, suction, 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 74, p. & s. to separate the settling tanks from No.3A tween deck space. After

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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, ~~and plating~~ 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 tweendecks 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

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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  $\frac{5}{16}$ " 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.)

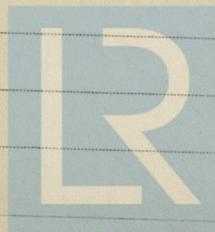
also buckled deck and bhd plating &c. (fire damage) in way of No.2 and 4 hatches at the next SS" may be

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.

*O. Henry*



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