

STEEL STEAMER or MOTORSHIP.

Received at London Office

27 MAY 1936

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YES

Date of completion of report

22ND MAY 1936Port of GREENOCKNo. 20151Survey held at PORT GLASGOW

Date First Survey

4TH AUGUST 1935

Last Survey

18TH MAY

1936

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

SINGLE SCREW STEAMER"JALAGANGA"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

FULL SCANTLINGState Type of Erections POOP, BRIDGE & FUNNEL

TONNAGE under Tonnage Deck

4657.84CLASS 100 A.1.State if with freeboard as condition of Class NoBuilt at PORT GLASGOW

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 399Launched MARCH 26TH 1936 Yard No. 881

Total

Breadth (greatest moulded)

B 51.75Builders LITHGOW'S LIMITED

Gross Tonnage

4980.99

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 30.5Owners THE SCINDIA STEAM NAVIGATION CO, LTD

Register Tonnage

3079.61

1st Longitudinal Number (L x D)

= 12169Managers ✓

(Where necessary to be entered in Reg. Book.)

SUDAMA HOUSE, WITJET ROAD,Residence BALLARD ESTATE, BOMBAY, INDIA.

REGISTERED DIMENSIONS.

FEET.

Length

400.0

Breadth

52.0

Depth

28.0

Framing Depth "d." at middle of length. See Sec. 3 (1d)

18.46

Proportions—Depth to Length—Uppermost continuous deck to top of keel

13.08

Do. Long Bridge to top of keel

10.36

Draught Moulded

24.9Port of Registry BOMBAY

If surveyed while building, afloat, or in dry dock

BUILDING, AFLOAT & IN DRY DOCK.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	28 ✓		Bracket Floors, Frame	6 3/2 .35 ✓	
" " from 3/4 length to Collision bulkhead	27 ✓		" " Reversed Frame	5 1/2 3 .35 ✓	
" " in peaks	24 ✓		" " Vertical Struts	8 3/2 x 3 1/2 .42 ✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	42 1/2 x .51 ✓	
Frame Amidships, Angle [or]	10 3/2 .48 ✓		" " top Angles	3 1/2 3 1/2 .45 ✓	
" " Extends up to	SECOND DECK ✓		" " bottom Angles	4 4 .50 ✓	
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	1 @ .39 ✓	
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	37 x .50 ✓	
Depth of Framing Girder	10" ✓		" " Vertical Angle to Tank side	3 1/2 3 1/2 .42 ✓	
Frames in Uppermost Continuous 'tween Decks, Angle [or]	7 3/2 .40 ✓		" " Bracket abaft 1/2 len. from stem DEEP FRAMING	6 6 .42 ✓	
" " Second 'tween Decks, Angle [or]	✓		" " Vertical Angle to Tank side	6 6 .42 ✓	
" " Third " " " "	✓		" " Bracket forward 1/2 len. from stem DEEP FRAMING	EVERY FRAME, 6-7/8 R ✓	
Framing in Peaks, Angle [or]	7 1/2 3 .40 ✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem	EVERY FRAME 6-7/8 R ✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/8 @ 7 DIAS ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	64 3/4 x .41 ✓	
State if Frame Joggled	YES ✓		INNER BOTTOM PLATING.		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	FRAMES 12 x 3/2 x 70 B.A. 3 PANTING STRINGERS. 1 INCREASED RIVETING WAS APPROVED ✓		Breadth and thickness of Middle Line Strake	70 x .48 ✓	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	DOUBLE FRAME BARS. ADDITIONAL GIRDERS. INCREASED SHELL & RIVETING AS APPROVED ✓		Thickness of remainder in Holds	.42 ✓	
SINGLE BOTTOM.			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	YES ✓	
Floors, Depth and thickness at mid-line in Holds			BEAMS.		
Height of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, amidships in Wells, Angle [or]	7 1/2 3 .38 ✓	
Middle Line Keelson, on Floors, Angles [or]			" " in way of Bridge, Angle [or]	8 3 .44 ✓	
" " Through Plate or Intercoastal Plate			Spacing	28" ✓	
" " Foundation Plate on Floors			Second Deck, amidships, Angle [or]	8 3 .46 ✓	
" " Flat Plate Keel Angles			Spacing	28 ✓	
Side Keelsons, No. each side			Third Deck, amidships, Angle [or]		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Fourth Deck, amidships, Angle [or]		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	39 EVERY 4 TH OR 3 RD ✓		Poop Deck, Angle [or]	9 3 1/2 .40 ✓	
" " Are Frame and Reversed Frame joggled?	YES ✓		Spacing	56 ✓	
Bracket Floors, breadth and thickness at middle line	32" x .39 ✓		Bridge Deck, Angle [or]	7 3 .36 ✓	
" " breadth and thickness at margin plate	32" x .39 ✓		Spacing	28 ✓	
			Forecastle Deck, Angle [or]	9 3 1/2 .40 ✓	
			Spacing	54 ✓	

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	Two Rows	✓	Stringer Plate, breadth and thickness in way of Bridge	70 x 34	✓
„ in 'tween Decks, Size and Spacing	OF WIDE SPACED	✓	Thickness of Plating abreast Deck openings in way of Wells	34	✓
„ „ „ „ „	PILLARS WITH FLANGED PLATE GIRDERS AND	✓	Thickness of Plating abreast Deck openings in way of Bridge	30	✓
„ in Holds „ „	TUBULAR PILLARS IN HOLDS.	✓	Thickness of Plating within line of openings...	32	✓
„ „ „ „ „	SOLID WIDE SPACED PILLARS IN 'TWEEN DECKS.	✓	If Sheathed, material and thickness	NOT SHEATHED	✓
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....			Stringer Plate, breadth and thickness.....		
Plating, thickness of			If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	56 x 87	✓	If Plated, state thickness		
„ „ „ „ in way of Bridge	56 x 38	✓	Poop Deck.		
„ Angle in Wells	6 6 84.		Stringer Plate, breadth and thickness	34 x 34	✓
Thickness of Plating abreast Deck openings in way of Wells	58-34	See plan	Plating, Sheathing, material and thickness	Plg. 52 WHERE EXPOSED 42 ELSEWHERE. 3 1/2 SHEATHING IN ACCOMMODATION	✓
Thickness of Plating abreast Deck openings in way of Bridge	34		Bridge Deck.		
Thickness of Plating within line of openings. BRIDGE	42-38	✓	Stringer Plate, breadth and thickness.....	56 x 60	APPROVED 46
If Sheathed, material and thickness	NOT SHEATHED.	✓	Plating, Sheathing, material and thickness		APPROVED 42 4.36
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	70 x 37.	✓	Stringer Plate, breadth and thickness.....	34 x 34	✓
			Plating, Sheathing, material and thickness ..	34 SHEATHING UNDER WELLS ONLY	✓

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing or to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.	Inches.	Inches.	
FLAT PLATE KEEL	49	78	68	68	✓	DOUBLE	7/8 3 1/2	FOUR.	1"	3 1/2	LAPPED
„ DBLG. (if any)											
BOTTOM PLATING, No. of Strakes. FOUR.....		60	46	46	✓	—	7/8 3 1/2	THREE	7/8	3 1/2	✓
BILGE PLATING, No. of Strakes ONE.....		60	46	46	✓	—	" "	"	7/8	3 1/2	✓
SIDE PLATING, No. of Strakes THREE.....		60	44	44	✓	—	" "	"	7/8	3 1/2	✓
UPPER DECK, Sheer-strake in Wells.....	73	84	44	44	✓	—	1" 4"	FIVE TO FOUR.	1"	4 1/2 + 4	✓
UPPER DECK, Sheer-strake in Bridge ...		60			✓	—	7/8 3 1/2	THREE	7/8	3 1/2	✓
STRAKE BELOW Sheer-strake in Wells.....	73	70	44	44	✓	—	" 3 1/2	FOUR	7/8	3 1/2	✓
STRAKE BELOW Sheer-strake in Bridge ...		60			✓	—	" 3 1/2	THREE	7/8	3 1/2	✓
POOP SIDE PLATING				38	✓	SINGLE	3/4 3"	TWO	3/4	2 5/8	✓
BRIDGE SIDE PLATING ...		58			APPROVED 58	DOUBLE	7/8 3 1/2	TOP STRAKE FOUR. LOWER .. THREE	7/8	3 1/2	✓
FORECASTLE SIDE PLATING			40		✓	SINGLE	3/4 3"	TWO	3/4	2 5/8	✓

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	6	✓
Extending to Upper Deck (Sec. 3 c)	6	✓
„ Deck next below	✓	
As per Rule	6	✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				FLAT PLATE KEEL.
STEM				ROLLED 9 1/2 x 2 3/8 STREAMLINED
STERN FRAME { Propeller Post				CASTING 10 x 14" THE STEEL CO OF SCOTLAND
{ Rudder „				10 x 32 x 18 RULE 10 5/8 x 7 1/2
Speed of Vessel				10 1/2 KNOTS
RUDDER—Type				DOUBLE PLATE STREAM LINED FRAME MADE BY STROMMENS VERKSTED
„ A x D				676 HEAD MADE BY A.B. LINDBOLMER-MOTALA
„ Diam. of head				12" RULE DIA OF HEAD 11 1/2
„ Mainpiece at top pintle				STEEL CASTING 11 1/2 x 11"
„ „ heel ...				6 1/2 x 11"
„ how constructed				COMPLETE CAST STEEL FRAME
„ double or single plate				WITH 46 DOUBLE PLATES
„ coupling, vertical or horizontal				HORIZONTAL COUPLING

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) (OPEN HEARTH)
 COLVILLES, THE STEEL CO OF SCOTLAND, DORMAN LONG & CO.

Has the Steel been tested as required by the Rules? YES

EQUIPMENT No 34629-29										LETTER <u>Y</u>	ANCHORS.				
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
35628	1st Bower ...	60	1	21	Stockless			48	12	2	0	60	Byers Improved Stockless	PERK. L. BYERS & CO. LTD	SUNDERLAND 7/16 J. H. BUTLER
35720	2nd „ ...	60	1	0	—			48	10	0	0	60	- Do -	- Do -	„ 12/36 „
35701	3rd „ ...	50	3	14	—			42	18	1	21	50 1/2	- Do -	- Do -	„ 7/2/36 „
	Collective weight.	171	2	7								170 1/2			
94945	Stream	16	2	6	4	0	22	17	18	1	21	16 1/4	ORD. F.G.D. WROT. IRON.	S. TAYLOR & SONS	NETHERTON 15/2/36 H. GREEN.
															HAWSEYS AND WARPS.

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 Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.		
	Length.	Diam.	Statu- tory.	Break- ing.	Supplied.	Per Rule.		Length.	Diam.	Length.					Cir.	Fathoms.		Ins.	Tons.	Fathoms.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
104,140	270 ⁵ / ₈	1 ¹ / ₁₆	88.6	123.9	502.2	2.14	645.3	0	270	2 ³ / ₁₆ OR	TAYCO'S STUDLINK	S. TAYLOR & SONS	NETHERTON 11 ³ / ₁₆	H. GREEN	TOWLINE...	(6-24) 120	4 ³ / ₄	64.6	120	4 ³ / ₄
104,254	205	1 ¹ / ₁₆	"	"	19.3	3.14					- Do -	- Do -	- Do -		HAWSERS & WARPS	(6-24) 2090	2 ³ / ₄	21.1	2090	2 ³ / ₄
															"	(6-24) 2090	2 ¹ / ₂	17.7	2090	2 ¹ / ₂
Iron Stream Chain of Steel Wire	(6-24) 90	4 ³ / ₄		64.6					90	4 ³ / ₄					"					

Steering Gear, Steam *By J. LYNN & Co., SUNDERLAND.* Steering Gear, Hand Blocks & TACKLE WORKED FROM AFT WINCH
 Boats 2-26' & 2-27' LIFEBOATS. Steering Chains, Size and Test. STEERING ENGINE AFT. Windlass STEAM By CLARKE, CHAPMAN.
 Ceiling in Holds, thickness and material *CEILING (2 1/2" W.P.) OVER BILGES ONLY. Cargo BATTENS, thickness, material and spacing 6x2 W.P. SPACED 9"*
STEEL PLATES & ANGLES, COAMING 30" HIGH
 Cargo Hatchways. (Upper Deck) *WEBS FITTED WITH T & B PATENT ROLLERS ON W.P. THICKNESS OF HATCHES 2 1/2" W. PINE SOLID.*
 Size of No. 1 Hatchway (Forward) *24'9" x 18'0" No. 2 30'4" x 18'0" No. 3 16'4" x 18'0" No. 4 30'4" x 18'0" No. 5 25'8" x 18'0" No. 6* ✓
 Number of Shifting Beams *and for Fore and Afters* *N°1 = 4 : N°2 = 5 : N°3 = 3 : N°4 = 5 : N°5 = 4.*

Builder's Signature

FOR LITHGOWS LIMITED

R. Campbell

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 *No*
 (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.

This vessel has been built in accordance with the approved plans and in general conformity with the Society's rules for the class contemplated.
The materials & workmanship are of good quality.
All the double bottom tanks and fore and after peak tanks have been tested as required by the rules & found satisfactory.
The weather decks, & watertight bulkheads were hose tested & found satisfactory.
The freeboard has been verified & the marks cut in on the vessel's sides
Classification certificates are required in duplicate.
Duplicate entering certificates have been issued copy of which is attached herewith.

L.R.C.

The amount of Entry Fee £ 8 : 0 : 0 Fees applied for, *19th MAY 1936*
 Special Survey Fee.... £ 324 : 1 : 0 Received by me, *I am of opinion the Vessel should be Classed 100.A.1.*
 FREEBOARD. 15 : 0 : 0
 Travelling Expenses, if any £ 3 : 3 : 0
 REPAIR FEE. 3 : 3 : 0
 State whether the Vessel has been built under Special Survey *YES.* Signature *Kenneth Inglis*
Surveyor to Lloyd's Register of Shipping.
 IN DUPLICATE
 Certificate to be sent to *GREENOCK OFFICE* Date of issue *9/6/36*

Committee's Minute *GLASGOW 26 MAY 1936*

Character assigned *+100.A*

5.36.

Lloyd's Arch.

+L.M.C. 5.36. F.D.

MLB



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0006 2/2

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

This vessel is a sister vessel to the S.S. "Galayamuna" Messrs Lithgows Ltd No 882 now building and the S.S. Galaduta. Greenock first entry report No 18823.

The following approved plans together with the plans of midship section and profile & deck plans as built & the forging reports are forwarded herewith.

Midship Section : Profile & decks : Strengthening of bottom forward : Cast steel stern frame : Watertight bulkheads : Tunnel : Side stringers : Pillars & girders : Pumping arrangement : Rudder : Amended pillars & girders in after hold : 2nd deck in way of boiler casing : Cruiser stern : Stitches : Arrangement of rollers on hatch beams.

Forging report on Stern frame, Rudder frame, Rudder head.

Note—these plans should be returned to this office for reference in dealing with the sister vessel.

Damage stated to have been sustained by vessel striking quay wall whilst being berthed after launching on March 26th 1936.

Now done Vessel placed in dry dock, bottom & rudder cleaned & examined.

In way of No 3 hold Starboard side:- 2 bulb angle hold frames renewed and one shell plate on fourth strake below sheerstrake renewed. Shell plate on third strake below sheer in way of same faired in place.

In way of No 1 hold Starboard side:- One plate on fourth strake below sheer taken off faired & replaced.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Particulars of Drop Test of Cast Steel Anchors, viz. :—
Weight, Surveyor's Initials,
Number of Certificate, Date
of Test.

WT OF HEAD PINS
1st Bower 38-0-0 : J.D. : 929 : 28/11/35
2nd " 37-3-0 : J.D. : 986 : 3/1/36
3rd " 32-3-7 : J.D. : 270 : 29/11/34.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 40.25 ft., R.Q.D. ✓ ft., Bridge 144.6 ft., Forecastle 31.6 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓

No. and Material of Decks 2 Dks ✓

Official No. : Signal Letters Is bottom of vessel coated with cement ✓ E.S. if not give particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	114.3 ✓	318 ✓	Fore peak tank,		78
Double bottom, under Engines and Boilers,			After peak tank,		47
Double bottom, if under Engines only,	23.3 ✓	102 ✓	Deep tank, aft,		✓
Double bottom, if under Boilers only, DRY TANK W.T. Comp.	23.3 ✓		Deep tank, forward,		✓
Double bottom, forward,	182.1 ✓	627 ✓	Other tanks, if fitted,		✓
Total capacity of double bottom		1047	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 3369

Date 10th SEPTEMBER, 1935.

Dates of Surveys held while building

(1935) AUG. 7. SEPT. 10. 13. 16. 19. 26. 30. OCT. 1. 4. 9. 11. 15. 16. 22. 24. NOV. 1. 5. 6. 7. 8. 11. 12. 14. 15. 18. 21. 25. 26. 28. DEC. 1. 4. 9. 11. 12. 15. 20. 26. 30.
(1936) JAN. 6. 9. 14. 14. 22. 24. 24. 30. 31. FEB. 3. 5. 10. 12. 14. 20. 25. 26. 24. 28. MAR. 2. 3. 4. 5. 6. 9. 11. 12. 13. 16. 18. 19. 20. 23. 26. 30. APRIL 2. 8. 16.
20. 21. 24. 24. 30. MAY 1. 4. 6. 4. 8. 9. 18.

Total No. of Visits 90