

DISCLOSED

Rpt. 1 SECTION

No. 994

Date of completing report

Survey held at

E. FROM ACCTS.

E. FROM ADMIN/F

A'S RECD.

CERTS. RECD.

TO REGIS. DEPT.

18/6

19/6

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FIRST ENTRY SHIP REPORT

ON THE SS/MS/TUG "KANCHADEVA"

Has Report been sent on (1) Freeboard of Ship?

Yes.

(2) Machinery?

Yes.

(Rpt. C11 & Rpt. C11 (Comp.) are to be forwarded in advance when freeboards are assigned by the Society. In cases where freeboards are assigned by another Authority or when ships are exempt from Load Lines, Rpt. C11 only need be forwarded).

Type of Ship

Steel tug

Is machinery fitted aft?

No

Length (D 201 of Rules)*

55'-8"

Built at

Howestoft

Breadth (D 202 of Rules)

15'-0"

Launched

8th April 1959.

Yard No.

269.

Depth (D 203 of Rules)

8'-0"

Builders

Brooke Marine Limited.

Draught (summer moulded) (D 204 of Rules)

4'-0"

Deck Factor "F" excluding d₁

Owners

Crown Agents for the Colonies.

,, " "F" including d₁

Address

4, Hill Bank, London, SW1.

Gross tonnage

43.69

Managers

Net tonnage

12.38

Address

Official number

-

Port of Registry

Colombo.

Signal letters

Date of last survey in drydock

8th April 1959.

GENERAL DECLARATION

Has the ship been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters?

Yes.

Have the scantlings and arrangements of the ship as built been checked by you and found to be in accordance with the approved plans or with equivalent arrangements?

Yes.

Have any modifications and/or additions to the original approved arrangements made during construction, been indicated in ink of a distinctive colour other than red on the approved plans now forwarded, and approved locally as being in accordance with or by standards equivalent to Rule requirements?

Yes.

If separate plans of midship section and profile and decks showing the ship as built are forwarded, have they been checked with the approved arrangements and found in order?

Yes.

Are the materials and workmanship satisfactory?

Yes.

Have the freeboards been satisfactorily marked on the ship's sides and verified?

Yes.

BUILDER'S DECLARATION: To the best of my knowledge the ship has been built in conformity with the Rules, Regulations and requirements of Lloyd's Register of Shipping.

G. Donaldson

Builder's Signature

FEES, etc.

Special Survey fee

£ 45.0.0

Travelling expenses

£ 6.14.0

Late attendance fees

Fees applied for

15 JUN 1959

Received

Mess. Ipswich

Classification Certificate to be sent to

Date of issue

30.12.59

Has an Interim Certificate been issued?

No.

This Ship in my opinion is eligible to be classed:—
(Special notations where part of class to be stated)*100A1 "For towing services within
10 miles of the coast of Ceylon."

Signature

G. Talbot.

Surveyor(s) to Lloyd's Register of Shipping

Committee's Minute

Character Assigned

Deferred for General Examination

MONDAY 20 JUL 1959

Noted
for
HeaderNoted
for
Header

5m, 6, 58 T. (MADE AND PRINTED IN ENGLAND)



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Lloyd's Register
Foundation

012711-012715-0258 1/2

STEEL

Manufacturer's Name and/or Trade Mark of the steel used in the construction of the ship:—

Plates:— Australian Iron & Steel Ltd, Port Kembla. Broken Hill Proprietary Ltd.
Newcastle, Australia, Dorman Long Ltd, Appleby Frodingham Steel Ltd.

Sections:— Skinningrove Iron Ltd. Appleby Frodingham Steel Ltd, Dorman Long Ltd

Has the steel been manufactured at works recognised by the Committee and tested in accordance with the Rules?

Yes.

Process of manufacture (e.g. Open hearth, electric furnace, etc.)

Open hearth process

Particulars of Special Quality Steel used

None.

(Advice notes to be forwarded separately with plan showing disposition of these plates)

ELECTRIC WELDING

Parts of main structural importance electrically welded

Riveted construction, Shell butts welded.

Parts examined by radiography

None.

Were the electrodes used of types approved by the Committee?

Yes

FORGINGS, CASTINGS AND FABRICATED PARTS

ITEM	FORGING, CASTING OR FABRICATED (Certificates to be forwarded)	MAKER'S NAME
Stem bar	Rolled Bar	Steel, Reech & Tozer Ltd, Sheffield
Shaft brackets	None	-
Sternframe	X Fabricated	T.S. Forster & Son Ltd, Sunderland
Rudder mainpiece or post	X //	" " " "
Rudder head	X //	" " " "
Quadrant	-	
Tiller	-	

GENERAL PARTICULARS

Steering gear (Type & Maker)

Vickers Hand Hydraulic Gear

Auxiliary steering gear

Hand Tiller

Steering chains (Size & test)

None.

Windlass (Type & Maker)

Electric, Thomas Reig.

Ceiling in holds (Material & thickness)

No Holds

Are cargo battens fitted in holds?

— in 'tween decks?

Parts of bottom plating on which cement or an approved composition is laid (if fitted):—

Aft Peak floor cemented

Particulars of composition (if any):—

None.

Insulated cargo compartments (if any):—

None.

Parts of structure of material other than steel (if any):—

Wheelhouse strongly constructed of teak.

If mechanical ventilation is fitted, state in which cargo spaces:—

None.

If cathodic protection is fitted, state in which tanks:—

None.



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CAPACITIES OF TANKS (35 c.f. per ton) (Capacity Plan to be forwarded)

(O.F. or F.W. ONLY to be inserted against tanks used exclusively for oil fuel or fresh water)

Double bottom tanks:— No. 1 F.W. No. 2 No. 3 No. 4 No. 5 No. 6
 No. 7 No. 8 No. 9 No. 10 No. 11 No. 12

Fore peak tank F.W. After peak tank Cement Ballast. Midship deep tank
 Deep tank aft Deep tank fwd. Topside tanks
 Tanks at sides of tunnel Tanks in way of tunnel Deck tanks
 Side tanks Wing tanks Other tanks

If ship is an oil tanker state the numbers of main cargo tanks used exclusively for water ballast (if any) with capacities:— Not an Oil Tanker.

GENERAL REMARKS

Names and yard numbers of sister or similar ships to be stated below. Numbered list of "Approved" and "As Built" plans to be given below or furnished separately (Port, Report Number, Builders' Name and Yard Number, Name of Ship and title of plan in English to be stated on outside of all plans folded to a maximum size of 11" x 9". List of forging, casting or equivalent fabricated parts, certificates to be given below with Certificate number, Port and Date.)

This motor tug as now completed is in good and efficient condition, the workmanship throughout is good and the materials as required by the Rules. The fore peak, double bottom fresh water tank and aft peak tank have all been tested to Rule requirements and proved tight. Watertight bulkheads, exposed weather decks, machinery casing have all been hose tested and found satisfactory.

Bilge, oil fuel and fresh water pumping arrangements are in accordance with the approved plans and have all been operated under working conditions and found satisfactory. The hand hydraulic steering gear, auxiliary steering gear and winches have all been tried under working conditions and found satisfactory.

Sea trials were carried out on the 5th May 1959 when all operating gear was tried out and found satisfactory.

List of Plans
Approved

1. Structural Sections
2. Steelwork Arrangement.
3. Deckhouse & Basings
4. Sternframe & Rudder. /
5. Shell Expansion /
6. Pumping Plan. /
7. Cold SW & FW Services
8. Lifting Hook Stool. /

As Fitted.

- 1A Structural Sections
- 2A Steelwork Arrangement.
- 3A Deckhouse & Basings
- 4A Sternframe & Rudder
- 5A Shell Expansion
- 6A Pumping Plan.
- 7A Cold SW & FW Services.

Fabricated Sternframe, rudder head & rudder Rpt 6 N 6142 Port of Sunderland 5.1.59 & 2.12.59

SPECIAL FEATURES



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