

REPORT of SURVEY for REPAIRS, &c.

Date of writing report 21-5-49 When handed in at Local Office 21-5-49 Port of BOMBAY
Survey held at BOMBAY Date, First Survey 21/3/49 Last Survey 6/5/1949
(No. of Visits 13)
No. in Reg. Book 58078 on the Wood, Iron or Steel Steam Lighter "WISCA" (ex. Vic Lighter 74).
By Whom When
TONNAGE:-
GROSS 94.15 Owners Ruttonji Nasserwanji Nazir Esq. Owners' Address 27 B, Queens Road, Bombay.
UNDER DK. Managers Port belonging to BOMBAY
NET 39.10

Surveyed Afloat or in Dry Dock? Name of Dock Mogul Dry Dock Destined Voyage COASTING
WB=Cell D Bor D Ba feet; u&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons
Particulars of Classification (which must be inserted precisely as in Register Book and Supplements.)

N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined, so state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating specially in the boiler space.

Last Report, No. 2225 Port CBO

Medical Surveys, when held must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, any, and, in detail the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this.

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

Society's Freeboard (if assigned) as painted on Ship and now verified 8 1/2

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. (Classification)

Please see Secretary's letter to western India Shipping Consultants and advisers Ltd.

Peoples Building, Sir Phirozshah Mehta Road Bombay, dated 30th June 1948 also Secretary's letters to Bombay surveyors dated 21st April 1949, 27-4-49 and cables dated 28th March 49 and 27th April 1949.

None Done:-

Vessel placed in a dry dock. The bottom keel and rudder cleaned, examined, found or placed in good condition and re-coated.

The hold, the peaks, the bunker and machinery spaces cleared. All ceiling removed in the hold and bunkers, also all insulation and sheathing in the hold removed, steel work exposed.

All oxidation removed throughout the vessel and steel work examined and found or placed

MARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-	P.T.O.
Renewed									
Removed and Fair'd or Repaired									
Fair'd or Repaired in place									

GENERAL CONDITION OF THE

(SINGLE BOTTOM)									
State of Decks	Good	State if Tanks have been examined inside	YES	Air and Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	Good	When put on, Month	Year
Plating	Good	FORE PEAK	YES (F. PEAK)	Dblg. Plates under Sounding Pipes	YES	(State if on Felt.)			
Fastenings	Good	State if Tanks now tested	YES	Engine Room Skylights	Good	Boats	Good		
Plating in way of sidelights	Good	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	Good	Masts, Yards, &c.	Good		
Stirrups	Good	Ceiling	Good	Oil Bunkers	Good	Condition, how ascertained	aloft		
Stirrups	Good	Cement or Asphalt (State which)	CEMENT	Scuppers	Good	(State if wedges removed)	NOT FITTED		
Stirrups	Good	Rudder	Good	Cargo Hatchways	Good	Sails			
Stirrups	Good	Steering gear and its connections	Good	Hatches	Good	Equipment letter			
Stirrups	Good	Windlass	Good	Planking of Wood Vessels		Anchors, No. of	2 B. 1 S.		
Stirrups	Good	Have pumps now been examined and found efficient?	YES	Caulking	ditto	Chain Locker	Good		
Stirrups	Good	Have Sluice Valves now been examined and found efficient?		Treenails	ditto	Cables (State if now ranged)	YES		
Stirrups	Good	Have Watertight Doors now been examined and found efficient?	NOT FITTED	Breasthooks & Stemson	ditto	Cables length (on board)	18.5 mean diam. 12/16 (SHORT LINK)		
Stirrups	Good	Have Ventilators and their Coamings been examined and found efficient?	YES	Transoms Pointers & Crutches	ditto	Cables Rule length	18.5 size 10/16		
Stirrups	Good			Timbers of Frame at openings	ditto	Hawser & Warps	Good		
Stirrups	Good			Plating	ditto	Standing and Running Rigging	Good		

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example, "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss. No. 1-24 and pnd 24, &c."

This vessel is eligible, in my opinion, to be classed with record of survey 4.49

and notation of S.S. Bombay 5.49. For Service on Kathiwar and Malabar Coast.

Survey Fee (Per Section 29) Special Survey Rs.450/-/-
Load Line Assignment Rs.310/-/-
Special Damage Repair Fee (if any) Rs.200/-/-
(Per Sec. 29)
Travelling Expenses (if chargeable) Rs.104/-/-
Cable Charges Rs.7/2/-
Second Surveyor's Fee, if any

Fees applied for, 21-5-49

Received by me, 19

Committee's Minute

FRI. 12 AUG 1949

Character Assigned

in good condition and re-coated. There being no indication of wastage it was not considered necessary to drill the shell.

The forepeak tank examined internally and subsequently tested to Rule-requirements. Decks examined, chain cables ranged, chain locker examined and cables replaced.

Mast (One only, no wedging) rigging, hatches in position at the hatchway, steering gear and its connections, chains, fair leads etc. rudder tiller windlass pumps and pumping arrangements air and sounding pipes, general equipment examined and found or placed in good condition.

Ventilators and their coamings examined and found in order. Striking plates found or fitted under all sounding pipes. Freeboard markings as per Secretary's letter dated 27/4/49- cut in and verified (Reports attached)

Repairs due to Wear and Tear.

Minor deck fittings made good.

Alterations

One 7" side light fitted each port and starboard sides forward in way of crews quarters, also in way of crews quarters aft. These side lights fitted with hinged dead lights.

(This item reported in Report from C.11)

Hatch Beams.

These beams reinforced with 4" x 4" x 50" Tee bar welded toe on to the bottom of the web as per Secretary's letter dated 27th April 1949.

Ventilator aft

The ventilator coaming to the crews quarters aft, extended in height so that the

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 BALANCED - as Recd.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
59020	1st Bower	3	3	14				6	5	9	2			Byers Patent Stockless	-	L.P.H.C.H.
59021	2nd "	3	3	21				6	5	9	2	3	2	"		"
	3rd "															
58906	Collective Weight															
	Stream	1	0	23				3	15	0	14			Stock		L.P.H.C.H.
	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.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
59062	Fathoms	Ins.	Tons.		Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.	Short Link		L.P.H.C.H.
76617	90	3 1/4		15 1/2							L.P.H.N.
	15	3 1/4									
Iron Stream Chain or Steel Wire ...											

cowl would be above the Navigating Bridge. (The coaming and cowl efficiently supported)

Anchors and Cables

On examining the anchors and cables it was found that this vessel had 90 fathoms of 3" short link chain cable and 2 bower anchors.

In order to bring the chain cable up to the requirements as per Secretary's letter dated 21st April, 1949 another 15 fathom length of 3" short link chain cable ex spares on board, was shackled on.

This vessels equipment is now as follows:-

1st Bower anchor. (Patent stockless)

Markings on shank:-(Byers)

L. P. H. C. H. ✓
5 9 0 2 1 A. 3. 3. 21. ✓
2. 2. 4. 4 Forged steel ✓
5. 7. 2. 0. ✓
B. T.

2nd Bower anchor (Patent Stockless)

(Byers)

L. P. H. C. H. ✓
5 9 0 2 0. A. 3. 3. 14. ✓
24. 44
6. 5. 9. 2. Forged steel. ✓
B. T.

Chain Cable

90 fathoms of 3" short link marked thus:- ✓

6 ? 15. 0. 0. B. T. 15. 10. 0
24. 25. 44. L.P.H.C.H. 69062.

15 fathoms of 3" short link. ✓

L. P. H. N. 76617

Stream anchor (stock)

Markings on shank.

L. P. H. C. H. ✓
5 8 2 0 6 A. 1. 0. 23. ✓
24. 44. S. 0. 1. 12.
3. 15. 0. 14. ✓

Stream wire

45 fathoms 1 1/2" steel wire ✓

Towline.

75 fathoms 2" steel wire ✓

Hawsers

90 fathoms 3" Hemp. ✓

The spare Bower anchor has been stowed on deck and suitably clamped in position.

Note:- No certificates for the anchors and cables are available here. The Owners have requested that copies be supplied if possible. On completion of the repairs and alterations the steering gear was tried under working conditions, the windlass tried and the pumping arrangements tested and proved.

All the above found satisfactory.

The bottom plating in the hold and under the boiler has been efficiently coated to Rule requirements. The forepeak tank was found to be cemented. All insulation and sheathing in hold permanently removed. No cargo battens fitted. To be classed 100 A1 for service on Kutch, Kathiwar and Malabar Coasts.

T. H. Noel