

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 4 July 1900 When handed in at Local Office 18 Port of Dundee  
No. in Reg. Book 639 Survey held at Dundee Date, First Survey 14 June 12 Last Survey 4 July 1900  
on the Wood, Iron or Steel 4 Mast Bk "Sindia" (No. of Vistas 12) Master Allan Mackenzie 1900

TONNAGE:— Built at Belfast By whom Harland and Wolff When 1887 MONTH 12  
GROSS 3068 Owners Anglo American Oil Coy Ltd Port belonging to London  
UNDER DK. 2887 Owners' Address  
NET 2929 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Yes Name of Dock Dundee docks Destined Voyage Philadelphia

WB=CellDBorDBa ✓ feet; uE&B ✓ feet; f ✓ feet;  
total capacity ✓ tons; FPT ✓ tons; APT ✓ tons; MT ✓ feet ✓ tons.

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. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 6505 Port Dundee

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if 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, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Year last Survey and of Periodical Surveys.	Year last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
* for Special Survey.			
Date of last Survey and of Periodical Surveys.			
* 100A1 5.99.			
S.S. Dun. No. 2-96			

Society's Freeboard (if assigned) as painted on Ship and now verified ✓ ft. ✓ ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No. 3

Vessel placed in dry dock, bottom cleaned; bottom, keel, stern frame, stem and rudder examined and found or put in good Condition.

Hold and peak cleared, all close ceiling removed, all oxidation removed from all parts, both surfaces of outside plating (it was considered unnecessary to drill the plating for thickness) frames, reverse frames, floors, cement, ceiling, keelsons, stringers, hooks, crutches, pillars, beams, decks, bulkhead, plating in way of sidelights, hand pumps, steering gear (hand gear), chain cables (ranged) masts (wedges removed) bowsprit, spars, rigging, (rigging lifted) and all general equipment examined and found or put in good Condition.

On account of tear and wear the following repairs were recommended and have now

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	✓	✓	✓	✓	✓	✓	✓	✓
Removed and Fair'd or Repaired	✓	✓	✓	✓	✓	✓	✓	✓
Fair'd or Repaired in place	✓	✓	✓	✓	✓	✓	✓	✓
PRESENT CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good
Decks	Good	Good	Good	Good	Good	Good	Good	Good
Caulking of Decks	Good	Good	Good	Good	Good	Good	Good	Good
Waterways	Good	Good	Good	Good	Good	Good	Good	Good
Coamings	Good	Good	Good	Good	Good	Good	Good	Good
Beams & Fastenings	Good	Good	Good	Good	Good	Good	Good	Good
Outside Plating	Good	Good	Good	Good	Good	Good	Good	Good
Caulking of ditto	Good	Good	Good	Good	Good	Good	Good	Good
Rivets	Good	Good	Good	Good	Good	Good	Good	Good
Breasthooks & Crutches	Good	Good	Good	Good	Good	Good	Good	Good
Transoms	Good	Good	Good	Good	Good	Good	Good	Good
Frames	Good	Good	Good	Good	Good	Good	Good	Good
Reverse Frames	Good	Good	Good	Good	Good	Good	Good	Good
Floors	Good	Good	Good	Good	Good	Good	Good	Good
Keelsons	Good	Good	Good	Good	Good	Good	Good	Good
Stringers	Good	Good	Good	Good	Good	Good	Good	Good
Inner Bottom Plating	Good	Good	Good	Good	Good	Good	Good	Good
State if Tanks now tested	Good	Good	Good	Good	Good	Good	Good	Good
Bulkheads	Good	Good	Good	Good	Good	Good	Good	Good
Ceiling	Good	Good	Good	Good	Good	Good	Good	Good
Cement or Asphalt (State which.)	Good	Good	Good	Good	Good	Good	Good	Good
Rudder	Good	Good	Good	Good	Good	Good	Good	Good
Windlass	Good	Good	Good	Good	Good	Good	Good	Good
Have Pumps now been examined and found efficient?	Good	Good	Good	Good	Good	Good	Good	Good
Have Sluice Valves now been examined and found efficient?	Good	Good	Good	Good	Good	Good	Good	Good
Have Watertight Doors now been examined and found efficient?	Good	Good	Good	Good	Good	Good	Good	Good
Dblg. Plates under Sounding Pipes	Good	Good	Good	Good	Good	Good	Good	Good
Engine-Room Skylights	Good	Good	Good	Good	Good	Good	Good	Good
Coal-Bunkers, Open'gs, Lids, &c.	Good	Good	Good	Good	Good	Good	Good	Good
Scuppers	Good	Good	Good	Good	Good	Good	Good	Good
Cargo Hatchways	Good	Good	Good	Good	Good	Good	Good	Good
Hatches	Good	Good	Good	Good	Good	Good	Good	Good
Planking of Wood Vessels	Good	Good	Good	Good	Good	Good	Good	Good
Treenails	Good	Good	Good	Good	Good	Good	Good	Good
Breasthooks & Stemson	Good	Good	Good	Good	Good	Good	Good	Good
Transoms, Pointers, & Crutches ditto	Good	Good	Good	Good	Good	Good	Good	Good
Timbers of Frame & openings ditto	Good	Good	Good	Good	Good	Good	Good	Good
Ditto ditto at other places ditto	Good	Good	Good	Good	Good	Good	Good	Good
Stringers, Clamps & Shells ditto	Good	Good	Good	Good	Good	Good	Good	Good
Salting (State if examined.)	Good	Good	Good	Good	Good	Good	Good	Good
Copper, or Y.L. (State if on Felt.)	Good	Good	Good	Good	Good	Good	Good	Good
When put on, Month	Good	Good	Good	Good	Good	Good	Good	Good
Year	Good	Good	Good	Good	Good	Good	Good	Good
Boats	Good	Good	Good	Good	Good	Good	Good	Good
Masts, Yards, &c.	Good	Good	Good	Good	Good	Good	Good	Good
Condition, how ascertained	Good	Good	Good	Good	Good	Good	Good	Good
(State if wedges removed)	Good	Good	Good	Good	Good	Good	Good	Good
Sails	Good	Good	Good	Good	Good	Good	Good	Good
Equipment letter	Good	Good	Good	Good	Good	Good	Good	Good
Anchors, No. of	Good	Good	Good	Good	Good	Good	Good	Good
Cables (State if now ranged)	Good	Good	Good	Good	Good	Good	Good	Good
" length	Good	Good	Good	Good	Good	Good	Good	Good
" Rule length	Good	Good	Good	Good	Good	Good	Good	Good
" (per Table 22)	Good	Good	Good	Good	Good	Good	Good	Good
Hawsers & Warps	Good	Good	Good	Good	Good	Good	Good	Good
Standing & Running Rigging	Good	Good	Good	Good	Good	Good	Good	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, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and ptND98, &c."

This vessel is now in a good and efficient Condition and eligible in our opinion to remain as classed, to have record of survey 7.00 Dun. and the notation of S.S. Dun. No. 3, 7.00.

Office Fee (if chargeable) per Scale II., Sec. 27 £

Survey Fee (per Section 22) £

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute

Character assigned

Fees applied for,

3rd July 1900

Received by me,

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Robt. Howie & W. Morrison

Surveyor to Lloyd's Register of British & Foreign Shipping.

HULL CERTIFICATE

WRITTEN 10/7/00

No. 3-7.00

Lloyd's Register Foundation

DUN130-0129 (1/2)



Port of *Dundee*Continuation of Report No. 6659 dated 4<sup>th</sup> July 1900 on the*Steel & Inst. Bk. "Sindia"*

now been satisfactorily completed, rudder lifted and re-bushed, cement at turn of bilge, renewed where broken, bracket knee plates  $\frac{1}{16}$  thick, fitted to 3 lower deck beam knees on port side and to 3 lower deck beam knees on starboard side, (these beam knees were found to be fractured across the weld, the bull of beam was not carried down knee.) ceiling in hold renewed where necessary, several rivets in hatch coaming plates + web plate of No 3 hatch renewed, new hatch covers fitted to No 2 and 3 hatches, new mizen topgallant mast, of pitch pine, fitted, new upper fore topgallant yard, of pitch pine, fitted, several deck chains for steam pipes renewed.  
A new fore topgallant stay has been fitted

*Robt Howie**4<sup>th</sup> July 1900*

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DUN130-0129(2/2)