

of SURVEY for REPAIRS, &c.

Received in London Office,

Port of *Glasgow*

held at *Dumbarton*

Date, First Survey *26 July 1887* Last Survey *19 August 1887*

(No. of Visits *8*)

on the *S.S. "Dorunda"*

Master *Sayers*

YEAR. MONTH.

TONNAGE:—

NET *2033*

Built at *Dumbarton*

By whom *H. Deeny & Co.*

When *1875* *16*

GROSS *3136*

Owners *British India Associated Steamers Ltd*

Port belonging to *Glasgow*

UNDER DK. *2920*

Owners' Address
(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock *Afloat* Name of Dock *✓*

Destined Voyage *London*

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.
(if these particulars are not yet recorded in the Register Book.)

Classed

100 A 1

Last Survey, No. *46582* Port *Lon*

S.S. Lon No 2. 84

10 84

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship } in Summer *7* ft. *6 1/2* ins. }
Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case. } in Winter *7* ft. *11* ins. }

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Annual Survey. also on account of alterations*

Vessel surveyed afloat on account of alterations now made in the deck erections as done. On Starboard side two plates in lower strake of bridge house side plating renewed also all the plates in the upper strake. On Port side three plates in lower strake of bridge house side plating renewed and all the plates in the upper strake. The bridge house has been lengthened 24ft at fore end and 52ft at after end thereby increasing the length from 40ft to 116ft at the side houses. The space is closed in at the fore end with an iron bulkhead of 5/16 on a 7/16 coaming - stiffened with T bars 3 x 6 x 7/16 - 3 ft apart having 7/16 brackets at top and bottom. The side plating to bridge house is 9/16 with angle iron frames 5 x 3 x 5/16 spaced irregularly from 2ft to 4ft apart; the beams are 5 1/2 x 3 x 5/16 - 4ft apart and a 2 1/2 inch deck is laid over them. The coaming and top plates to coamings and side houses are 9/16 and the remainder of the plating is 5/16. The coaming angles are 3 1/2 x 3 x 3/8. Top ds. 2 1/2 x 2 1/2 x 5/16. Stiffeners 5 x 3 x 3/8. All the partition bulkheads are iron which serve as web frame stiffeners. (See sketches attached)

The Owner's representative was reminded that the vessel is due for S.S. No 3 very shortly and he informed me that the Owners do not intend submitting her to undergo that survey and have decided not to retain the Society's classification.

PRESENT CONDITION OF THE

Decks	Plating (Bottom) & Counter	Keelsons	Boats
<i>Good</i>	<i>Good when seen</i>	<i>Good where seen</i>	<i>Good</i>
Waterways	Treenails or Rivets <i>✓</i>	Rudder <i>✓</i>	Masts, Yards, &c. <i>✓</i>
Stowings	Breasthooks & Stemson <i>✓</i>	Windlass & Capstan <i>✓</i>	Condition, how ascertained <i>From deck</i>
Beams & Fastenings	Transoms, Pointers, & Crutches <i>✓</i>	Pumps <i>✓</i>	Sails <i>part seen Good</i>
Beams & Fastenings	Timbers of Frame at the openings <i>✓</i>	Cement (if Iron Ship) <i>✓</i>	Anchors No. of <i>38. 15. 2K</i>
"	Ditto ditto at other places <i>✓</i>	Caulking of Bot'm, D'k, & Watrways <i>✓</i>	Cables <i>part seen Good</i>
"	Keelsons <i>✓</i>	Copper, or Y.M. (State if on Felt.) <i>✓</i>	Hawsers & Warps <i>✓</i>
"	Clamps & Shelves <i>✓</i>	When put on <i>✓</i>	Standing & Running Rigging <i>✓</i>
from Skylights	Coal Bunker, Openings, Lids, &c. <i>✓</i>	Scuppers <i>Good</i>	Cargo & Main Hatchways <i>Good</i>
			Hatches <i>✓</i>

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

She now appears to be in a good condition and is eligible in my opinion to remain as classed subject to S.S. No 3 being undergone when it becomes due, it being observed that by the Rules under which this ship was built her equipment is still suitable notwithstanding the enlargement of the deck erections.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:
Survey Fee (per Section 28)	£	3	3
Special on Damage, Fee (if any) (per Sec. 28)	£	:	:
*Certificate (if required) to be sent as per margin	£	:	:
Travelling Expenses (if chargeable)	£	:	:
Second Surveyor's Fee (if any)	£	:	:

Fees received by me,

248 188 1/4

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

It is submitted that the alterations appear to be of a substantial character and the vessel appears eligible to remain as classed.

Committee's Minute
Character assigned

Index & put away

GLS154-0132

Lloyd's Register Foundation