

8.

WHICH SECTION

581.

26 JAN 1950

(Received at London Office)

No. 9343

REPORT of SURVEY for REPAIRS, &c.

Date of writing report. 3-1-1950 When handed in at Local Office. 3-1-1950 Port of BOMBAY.
 Survey held at BOMBAY. Date, First Survey 8-10-49 Last Survey 14-10-1949
 No. in Reg. Book. 13387 on the ~~Wooden~~ Steel S.S. IPRAWADI (No. of Visits 2)

TONNAGE:— Built at Troon By Whom Ailsa S.B. When 1913 MONTH 11
 GROSS 1243 Owners Bombay Steam Nav. Co. Ltd. Owners' Address
 UNDER DK. 1138 Managers (if not already recorded in Appendix to Register Book).
 NET 634 Port belonging to Bombay.

Surveyed Afloat or in Dry Dock? AFLOAT Name of Dock HARBOUR Destined Voyage
 NB=Cell D Bor D Ba feet; u&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 specially in the boiler space.

Last Report, No. 9214. Port Bom

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 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 case.

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR General Examination.

Arranged with Messrs. Bombay Steam Navigation Co. Ltd., for General Examination for postponement of Special Survey.

Examined all holds and tween decks (two fore and one aft) the fore and aft peak spaces, Engine room and boiler room spaces, decks, hatches, casings, ventilators, coamings and windlass and steering quadrant (chains and rods to be examined). There are two cement boxes in No. 1 low hold (s.s.) one being against the aft bulkhead which with its boundary bar, is buckled. Another cement box on opposite side of bulkhead (in No. 2) was recommended to be fitted as a precautionary measure. There are open floors in all holds and all were efficient.

In the aft end of No. 2 hold (p.s.) the bulkhead boundary bar was rust sprung and it is

P.T.O.

MARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

GENERAL CONDITION OF THE	State if Tanks have been examined inside.	Air and Sounding Pipes.	Copper, or Y.M. of Wood Vessels.
ing of Decks.	State if Tanks now tested.	Dblng. Plates under Sounding Pipes	(State if on Felt.)
ings	Bulkheads	Engine Room Skylights.	When put on, Month Year
ns & Fastenings.	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Boats
ide Plating.	Cement or Asphalt. (State which.)	Oil Bunkers	Masts, Yards, &c.
ide Plating in way of sidelights.	Rudder	Scuppers	Condition, how ascertained.
sthooks	Steering gear and its connections.	Cargo Hatchways.	(State if wedges removed)
soms	Windlass	Hatches	Sails
es	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Equipment letter
ase Frames	Have Sluice Valves now been examined and found efficient?	Caulking ditto	7
itudinals	Have Watertight Doors now been examined and found efficient?	Treenails ditto	Anchors, No. of
averses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson ditto	Chain Locker
rs		Transoms Pointers & Crutches ditto	Cables (State if now ranged)
sons		Timbers of Frame at openings ditto	Cables length mean diamr
gers		Ditto Ditto at other places ditto	(on board)
Bottom Plating		Stringers, Clamps & Shells ditto	Cables Rule length size
		Salting ditto	Hawser & Warps
		(State if examined).	Standing and Running Rigging

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 pntd 24, &c."

Vessel to be sold for scrap. This report is forwarded for the information of the Committee.

Survey Fee (Per Section 29) £ 200/-
 Special Damage or Repair Fee (if any) £
 (Per Sec. 29)
 Travelling Expenses (if chargeable) £ 16/-
 Second Surveyor's Fee, if any £

Fees applied for,
 3-1-1950
 Received by
 19.. .. .

Committee's Minute

Character Assigned

WED 22 FEB 1950

Deferred

Surveyor to Lloyd's Register of Shipping.

W197 - Lloyd's Register Foundation

was recommended that a cement box be fitted for about 2/3rd height in way. A similar cement box to be fitted at the for'd bulkhead s.s. of aft hold also rust sprung. There are cross bunkers between engine room and stokehold and the for'd bulkhead is the W.T. bulkhead which 3 W.T. doors - one for the tunnel and the others to the bunkers. Above each W.T. side door the bulkhead was completely corroded. The bunkers are full and must be emptied for repairs to the bulkheads. The For'd bulkhead of the E.R. (s.s.) boundary bar is rust sprung at top and this will be released freed and rivetted. The same repair to be done to the aft bulkhead (p.s.) top bar of stokehold.

Examined cross bunkers (between ER and stokehold) now empty. One ford bulkhead plate each side above and in way of bunker W.T. door to be renewed and on starboard side one bulkhead stiffener to be renewed. On aft bulkhead each side one top plate each side to be renewed.

At this stage the survey was stopped at the Owners request and official intimation has now been received from the Owners that the vessel will be sold for scrap.

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 REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
.....	1st Bower..														11) Patent state name of Patent.		Stockless state Mechanical Tester
.....	2nd " "																
.....	3rd " "																
.....	Collective Weight																
.....	Stream " "																
.....	Kedge " "																

*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower

CHAIN CABLES.

[illegible]

N.B. — If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.