

Lloyd's Register of Shipping.



Port CALCUTTA,

1st June 1942.

This is to Certify that

Jas. Paterson & Joseph Routledge,
Offg.

the undersigned/Surveyors to this Society did at the request of Messrs. Mackinnon Mackenzie & Co., proceed on the 29th & 30th May 1942 to the s. s. "Mundra", of Glasgow, of 7341 tons gross register, while lying in King Georges Drydock at Calcutta, in order to carry out the vessel's Bottom survey.

Now report as follows:-

Stem:- Good.

Stern Frame:- Good.

Rudder, pintles & gudgeons:- Good.

Propellers:- Good.

Tail Shafts:- Good as far as seen, not drawn.

Stern tubes:- Good, as far as seen, wear down Port 1/8" Star. 7/32".

Sea connections:- All in good order. Grids removed and spaces cleaned.

Keel Plating:- Butt strap on coffin plate aft, corroded through. As there was insufficient time to effect a permanent repair, the space between the butt strap and coffin plate was cleaned up and the wastage made up with welding.

A new butt strap was made and has been placed on board the vessel to be fitted at the first suitable opportunity.

Bottom plating:- 3 rivet points in the port side forward of the stokehold tank A strake were missing and these rivets have been renewed.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that :-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

(Rpt. 10.)

Bilge Keel:- Starboard forward end badly buckled - 3'-6" trimmed off.

Shell Plating:- A number of rivets were loose in G strake from one frame space forward of the stokehold bulkhead to the engine room - These have been renewed.

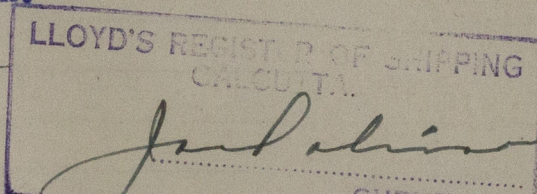
Anchors & Cables:- ranged in dock and shackle pins drifted.

Several loose studs in the port first length were tightened up and both first lengths changed.

The crown shackle pins of both anchors were slack but due to lack of time, it is recommended that these be attended to at some future convenient date.

All the above mentioned repairs have been carried out in an efficient manner to our satisfaction.

J. Rouette



Offg. Surveyor to Lloyd's Register
of Shipping.



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Foundation

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