

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 28.8.1942 When handed in at Local Office 28.8.1942 Port of Bombay  
No. in Survey held at Bombay Date, First Survey 8.7.42 Last Survey 21.7.1942  
Reg. Book. 33506 (No. of Visits 3)

on the Wood, Iron or Steel As "Titawa" YEAR. MONTH.  
TONNAGE:— Built at Newcastle By whom Hawthorn Leslie & Co. Ltd. When 1924.5  
GROSS 10006 Owners British India S. N. Co. Ltd. Owners' Address  
UNDER DK. 8060 Managers Glasgow (if not already recorded in Appendix to Register Book).  
NET 6153 Port belonging to Glasgow

Surveyed in Dry Dock? Hughes Name of Dock Hughes Drydock Destined Voyage  
WB=Cell D Bor D Ba 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. 8696 Port L.A.

CHARACTER + for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> 100 A1 - 1.42 with freeboard		<input checked="" type="checkbox"/> LMC 11.39 B.S. 7.40 11.41 TSCL 1.42
S.S. Cal. No. 3 - 11.35		
S.S. Cal. No. 1 - 4.0		

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

(Periodical Surveys, when held, must be reported in detail and seriatim 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.)  
In 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 not required  
Was a damage report made by anyone else? If so, by whom? No.

REPAIRS, OR EXAMINATION AS PER RULE, FOR  
Vessel placed in dry dock. Bottom and rudder cleaned, examined and recoated. Decks, hatches, coamings, ventilators and covers examined. Freeboard checked. After keel (trough) plate found locally wasted in two places in way dock keel blocks and now temporarily patched with welded patches and tunnel well in way cemented 9" thick. It was recommended that permanent repairs be carried out at the first opportunity.  
Stem damage due to collision  
Stem bar found buckled and 5 plates buckled in way on each side. All these were caulked or made tight by E.W. at another port. The fore peak tank now tested and made tight. It was P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	B. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed .. .. .								<u>Bow plating caulked</u>
Removed and Faired or Repaired ..								<u>fore peak tank tested.</u>
Faired or Repaired in place .. .. .								<u>made tight.</u>

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks <u>Good</u>	<u>No</u>	<input checked="" type="checkbox"/>	(State if on Felt.)
Caulking of Decks <u>"</u>	<u>2/16 only.</u>	Dblng. Plates under Sounding Pipes <u>Good</u>	When put on, Month <u>Good</u> Year
Coamings <u>"</u>	<input checked="" type="checkbox"/>	Engine Room Skylights <u>Good</u>	Boats <u>Good</u>
Beams & Fastenings <u>Efficient.</u>	Ceiling <u>"</u>	Oil Bunkers <u>"</u>	Masts, <u>"</u> &c. <u>"</u>
Outside Plating <u>"</u>	Cement or Asphalt (State which.) <u>Good</u>	Scuppers <u>"</u>	Condition, how ascertained <u>from deck.</u>
" " in way of sidelights <u>"</u>	Rudder <u>"</u>	Cargo Hatchways <u>"</u>	(State if wedges removed) <u>"</u>
Breasthooks <u>"</u>	Steering gear and its connections <u>"</u>	Hatches <u>"</u>	Sails <u>"</u>
Transoms <u>"</u>	Windlass <u>"</u>	Planking of Wood Vessels <u>"</u>	Equipment letter <u>d.t. 15.</u>
Frames <u>"</u>	Have pumps now been examined and found efficient? <u>"</u>	Caulking <u>ditto</u>	Anchors, No. of <u>3 B. 15.</u>
Reverse Frames <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>"</u>	Treenails <u>ditto</u>	Chain Locker <u>"</u>
Longitudinals <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>"</u>	Breasthooks & Stemon <u>ditto</u>	Cables (State if now ranged) <u>Yes. 37"</u>
Transverses <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes.</u>	Transoms Pointers & Gatches <u>ditto</u>	" length <u>300</u> mean diam. <u>2 1/16</u>
Floors <u>"</u>		Timbers of Frame at openings <u>ditto</u>	" (on beam) <u>300</u> size <u>2 1/2</u>
Keelsons <u>"</u>		Ditto Ditto at other places <u>ditto</u>	" Rule length <u>Sufficient</u>
Stringers <u>"</u>		Stringers, Clamps & Shells <u>ditto</u>	Hawser & Warps <u>Sufficient</u>
Inner Bottom Plating <u>"</u>		Salting <u>ditto</u>	Standing and Rigging <u>Good</u>

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 ptnd 24, &c."  
This vessel, so far as now seen, is in efficient condition and is eligible in my opinion, to remain as classed with fresh record of survey, Bom. 7.42, subject to permanent repairs to stem and bow plating and to permanent repairs to after keel (trough) plate at the first opportunity.

Survey Fee (Per Section 29) £ 135/- Fees applied for, 28.8.1942  
Special Damage Fee (if any) £ 75/- Received by me, H.S. Southwell  
(Per Sec. 29)  
Travelling Expenses (if chargeable) £ 15/-  
Second Surveyor's Fee (if any) £  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 8 DEC 1942  
Character Assigned 100 A1 with fb



