

89189

(Received at London Office

-8 NOV 1926)

No. 6046

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Oct 29 1926 When handed in at Local Office 10 Port of Bombay

No. in Survey held at Bombay Date, First Survey 28 2 26 Last Survey 12 10 26 19

Reg. Book. 10681 on the Wood, Iron or Steel S.S. GHARINDA (No. of Visits 10)

TONNAGE:- Built at Sunderland By whom Sunderland S.B. Co When 1913 YEAR. MONTH.

GROSS 5306 Owners British India Steam Nav Co Owners' Address (if not already recorded in Appendix to Register Book)

UNDER DK 4844 Managers ✓ Port belonging to Glasgow

NET 3212 Surveyed Afloat or in Dry Dock? Yes Name of Dock Esplanade London Destined Voyage

WB=CellDBorDBa feet; u&B feet; ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

total capacity tons. FPT tons; APT tons; MT feet tons. } CHARACTER, Date of last Survey and of Periodical Surveys.

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. Port

(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.)

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

Society's Freeboard (if assigned) as painted on Ship and now verified 6 ft. 2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR blasting (S.S. 103)

Vessel placed in drydock, bottom and rudder cleaned, examined and coated. The holds and peaks were cleared for examination - all ceiling and casing found pipes removed - the whole of the shell plating exposed for examination. The plating in way of sidelights was examined - It was not considered necessary to drill the shell plating. The hatches were cleared, all ceiling fitted & examined - All rust was removed from steel throughout the vessel & the surfaces recoated. All double bottom tanks were examined internally and afterwards seen under a head of water to rule requirements - (over)

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	✓	✓	✓	✓	✓	✓	✓	✓
Removed and Faired or Repaired	✓	✓	✓	✓	✓	✓	✓	✓
Faired or Repaired in place	✓	✓	✓	✓	✓	✓	✓	✓

PRESENT CONDITION OF THE

Decks <u>Good</u>	State if Tanks have been examined inside <u>Yes</u>	Dblg. Plates under Sounding Pipes <u>Good</u>	Copper, or Y.M. of Wood Vessels (State if on felt.) <u>✓</u>
Caulking of Decks	State if Tanks now tested <u>Yes</u>	Engine Room Skylights	When put on, Month Year <u> </u>
Coamings	Bulkheads <u>Good</u>	Coal Bunkers, Open'gs, Lids, &c.	Boats <u>Good</u>
Beams & Fastenings	Ceiling	Souppers	Masts, Yards, &c.
Outside Plating	Cement or Asphalt (State which.)	Cargo Hatchways	Condition, how ascertained <u>by survey</u>
Breasthooks	Rudder	Hatches	(State if wedges removed) <u>✓</u>
Transoms	Steering gear and its connections	Planking of Wood Vessels <u>✓</u>	Sails <u>✓</u>
Frames	Windlass	Caulking ditto <u>✓</u>	Equipment letter <u>✓</u>
Reverse Frames	Have Pumps now been examined and found efficient? <u>Yes</u>	Treerails ditto <u>✓</u>	Anchors, No. of <u>5</u>
Longitudinals	Have Sluice Valves now been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson ditto <u>✓</u>	Cables (State if now ranged) <u>Yes</u>
Transverses	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	Transoms, Pointers, & Crutches ditto <u>✓</u>	„ length <u>270 FMS</u> size <u>2 9/16</u>
Floors	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Timbers of Frame at openings ditto <u>✓</u>	„ Rule length <u> </u> size <u> </u>
Keelsons		Ditto ditto at other places ditto <u>✓</u>	Hawser & Warps <u>Good</u>
Stringers		Stringers, Clamps & Shelves ditto <u>✓</u>	Standing & Running Rigging
Inner Bottom Plating		Salting (State if examined.) ditto <u>✓</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 ptND24, &c.”

This vessel is in good condition and eligible in my opinion to be classed - to have notation S.S. 103, 10.26 & record of survey 10.26.

Water Capacity 118 Tons, 203

S.S. 103	Rupers	945	Fees applied for, 21-10-1926
Survey Fee (per Section 20)		450	Received by me, 25-10-1926
Classification		15	
Special Damage or Repair Fee (if any) (per Sec. 20)		150	
Traveling Expenses (if chargeable)			
Freeboard			
Second Surveyor's Fee (if any)			

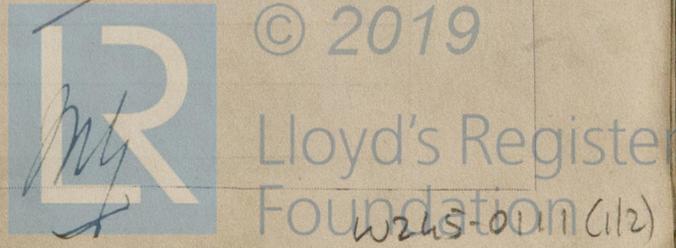
Committee's Minute

Character Assigned Assign 100 A1.

M. S. No 3-10-26 L.M.C. 10-26 F.D.C.L.

Lloyd's A.C.P. Surveyor to Lloyd's Register of Shipping.

FRI. 12 NOV 1926



Is Certificate required? If so, to be sent to

S.S. "GHARINDA"

The decks were examined - The chain cables were ranged - The chain locker examined. Anchors were examined & made workable - The masts rigging and general equipment were examined & put in good efficient condition. The hatch covers and supports were examined in position & repaired as necessary. The ventilator coamings, tarpaulins & cleats were examined - The steering engine gear, windlass pumps, W.T. doors, air sounding pipes were examined and put in good order. Doubling plates under sounding pipes were examined. Freeboard verified & marked in.

M.B. This vessel was built under the survey of The British Corporation - a first entry report is attached.

No repairs of importance were necessary at this survey.

L. Pestehi & L. S. Ashcraft

A fee of £100 for the classification of this vessel to cover both hull and machinery was agreed to in the London office prior to my departure for India which was notified by me verbally to Captain Sadole of the B.I. Co. and agreed to. This fee has been divided equally between the hull & machinery on the reports.

L.S.



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Lloyd's Register

Foundation (2/2)