

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Oct 27 1926 When handed in at Local Office 19 Port of Bombay
 No. in Survey held at Bombay Date, First Survey 28 2 26 Last Survey 12 10 26 19
 Reg. Book. 0681 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 Glasgow
 UNDER DECK 4844 Managers ✓ Port belonging to Glasgow
 NET 3212

Surveyed Afloat or in Dry Dock? Yes Name of Dock Isplande herring Destined Voyage Aden
 WB=CellDBorDBa feet; u&B feet; Aden Particulars of Classification (which must be inserted
 total capacity tons. FPT tons; APT tons; MT feet tons. precisely as in Register Book & Supplements)

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 6 ft. 2 ins.
 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

blasting (S.S. 10.26)

Vessel placed in drydock, bottom and under 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 I.M. of Wood Vessels <u>✓</u>
Caulking of Decks <u>✓</u>	State if Tanks now tested <u>Yes</u>	Engine Room Skylights <u>✓</u>	(State if on felt.)
Coamings <u>✓</u>	Bulkheads <u>Good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>✓</u>	When put on, Month <u>✓</u> Year <u>✓</u>
Beams & Fastenings <u>✓</u>	Ceiling <u>✓</u>	Scuppers <u>✓</u>	Boats <u>Good</u>
Outside Plating <u>✓</u>	Cement or Asphalt <u>✓</u>	Cargo Hatchways <u>✓</u>	Masts, Yards, &c. <u>✓</u>
Breasthooks <u>✓</u>	Rudder <u>✓</u>	Hatches <u>✓</u>	Condition, how ascertained <u>by Exam.</u>
Transoms <u>✓</u>	Steering gear and its connections <u>✓</u>	Planking of Wood Vessels <u>✓</u>	(State if wedges removed) <u>✓</u>
Frames <u>✓</u>	Windlass <u>✓</u>	Caulking ditto <u>✓</u>	Sails <u>✓</u>
Reverse Frames <u>✓</u>	Have Pumps now been examined and found efficient? <u>Yes</u>	Treenails ditto <u>✓</u>	Equipment letter <u>✓</u>
Longitudinals <u>✓</u>	Have Sluice Valves now been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson ditto <u>✓</u>	Anchors, No. of <u>5</u>
Transverses <u>✓</u>	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	Transoms, Pointers, & Crutches ditto <u>✓</u>	Cables (State if now ranged) <u>Yes</u>
Floors <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Timbers of Frame at openings ditto <u>✓</u>	length <u>270 FTHS</u> size <u>2 3/8</u>
Keelsons <u>✓</u>		Ditto ditto at other places ditto <u>✓</u>	(on board) size <u>✓</u>
Stringers <u>✓</u>		Stringers, Clamps & Shelves ditto <u>✓</u>	Rule length <u>✓</u> size <u>✓</u>
Inner Bottom Plating <u>✓</u>		Salting ditto <u>✓</u>	Hawser & Warps <u>Good</u>
		(State if examined.)	Standing & Running Rigging <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 our opinion to be classed - to have notation S.S. 10.26 & record of survey 10.26.

S.S. 10.26
 Survey Fee (per Section 20) Rupers 945
 Classification 450
 Special Damage or Repair Fee (if any) 15
 Traveling Expenses (if chargeable) 150
 Freeboard ✓
 Second Surveyor's Fee (if any) ✓

Fees applied for,

21-10-1926

Received by me,

25-10-1926

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned Assign 100 M.
M. 10.26
Lloyd's A.C.P.

L.M.C. 10.26
 F.D.C.L.

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 Lloyd's Register
 Foundation (112)

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 marked & 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.

B. Deskehi & L. S. Alankar

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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