

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 20.10.1939 When handed in at Local Office 20.10.1939 Port of Bombay

No. in Survey held at Reg. Book. 27119 on the Wood, Iron or Steel

Date, First Survey 11.9.39 Last Survey 14.10.1939

TONNAGE:-

GROSS 2190

UNDER DK. 1632

NET 905

Built at Newcastle

Owners British India S. N. Co.

Managers

By whom Surveyed Hunter, Wigham Richardson &amp; Co. When 1927 6

(if not already recorded in Appendix to Register Book)

Port belonging to London

Surveyed Afloat or in Dry Dock?

Name of Dock Hughes Dry dock

Destined Voyage

WB=CellDBorDBa

feet; uE&amp;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. 1261 Port Rgn

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER.  
\* for Special Survey.  
Date of last Survey and of Periodical Surveys.

100 A1-9'38

With freeboard

S.S. Cal No. 2-1'35

Fitted for oil fuel 6.37

F.P. ABOVE 100°F

Machinery and Boiler Surveys (including date of N.B., if any).

LMC-9'35

BS-9'38

TS CL PN. 9'36

S-9'38

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 3 3/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Renewal Survey

Special Survey No. 3 (due 6'39) and Loadline

Vessel placed in drydock. Bottom and rudder cleaned, examined and recoated. Holds, peaks, bunkers and engine and boiler spaces cleaned, examined and recoated. All tanks and the peak tank cleaned, examined internally, recoated and afterwards tested and made tight. Cement made good as necessary.

Decks, masts, rigging, wedges, hatches, coamings, ventilators and covers, windlass and steering gear, air and sounding pipes, pumps, water tight doors and general equipment examined throughout and made good.

R. P. O.

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	Good	State if Tanks have been examined inside	Yes		Dblng. Plates under Sounding Pipes	Good		Copper, or Y.M. of Wood Vessels (State if on Felt). When put on, Month
Caulking of Decks	"	State if Tanks now tested	Good		Engine Room Skylights	"		Year
Coamings	"	Bulkheads	"		Coal Bunkers, Open'gs, Lids, &c.	"		Boats
Beams & Fastenings	"	Ceiling	"		Scuppers	"		Masts, &c.
Outside Plating	"	Cement or Asphalt (State which.)	"		Cargo Hatchways	"		Condition, how ascertained
Breasthooks	"	Rudder	"		Hatches	"		(State if wedges removed)
Transoms	"	Steering gear and its connections	"		Planking of Wood Vessels	"		Sails
Frames	"	Windlass	"		Caulking	ditto		Equipment letter
Reverse Frames	"	Have Pumps now been examined and found efficient?	Yes		Treenails	ditto		Anchors, No. of
Longitudinals	✓	Have Splice Valves now been examined and found efficient?	Yes		Breasthooks & Stems	ditto		Cables (State if now ranged)
Transverses	✓	Have Water-tight Doors now been examined and found efficient?	Yes		Transoms, Pointers, & Crutches	ditto		" length
Floors	"	Have Vent. Doors and their Coamings been examined and found efficient?	Yes		Timbers of Frame at openings	ditto		" (on board)
Keelsons	"				Ditto Ditto at other places	ditto		" Rule length
Stringers	"				Stringers, Clamps & Shells	ditto		Hawser & Warps
Inner Bottom Plating	"				Sitting (State if examined.)	ditto		Standing and Running Rigging

## General Observations, Opinion as to Class, Recommendation, &amp;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 pND24, &c."

This vessel, so far as now seen, is in efficient condition and is eligible in my opinion, to remain as classed with notation of S. S. Bom. No. 3-10.39

Survey Fee (per Section 29) Rs. 756/-  
Special Damage or Repair Fee (if any) (per Sec. 29) Rs. 15/-  
Travelling Expenses (if chargeable) Rs. 40/-  
Second Surveyor's Fee (if any) £

Fees applied for,

21.9.1939

Received by me,

19

Ob. Hawthwell & J. B. C. L.  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE 12 DEC 1939

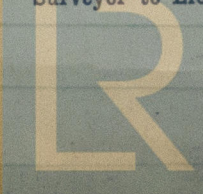
Character Assigned

100 A1 Subject

19 Fitt. for oil fuel

S. No. 3-10.39 + Lmb. 10.39

CERTIFICATE WRITTEN



Lloyd's Register Foundation

W48-0136 (1/2)



Bombay.

F. S. S. "Juna".

Anchors and cables ranged and chain locker examined. Freeboard verified.

Loadline Renewal Survey carried out and the report and freeboard verification forwarded herewith.

Repairs.

Shell plates A1. and C1 port and Starboard renewed.

Deck composition lifted in crew's quarters.

1 plate in alley way doubled.

Steering gear & windlass generally overhauled & various minor repairs carried out.

L. F. Southwell

E. Beley (per H.P.S.).