

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 14<sup>TH</sup> OCTOBER 1940

When handed in at Local Office 15. 10. 1940

Port of GLASGOW.

No. in Survey held at GLASGOW

Reg. Book.

Date, First Survey 7<sup>TH</sup> OCTOBER Last Survey 8<sup>TH</sup> OCTOBER 1940

(No. of Visits 2)

77590. on the ~~Wood~~ ~~Iron or~~ Steel S.S. "KOHINUR."

TONNAGE:-

GROSS 5168

UNDER DECK 4731

NET 3240

Built at PORT GLASGOW

By whom LITHGOWS LTD.

Owners ASIATIC STEAM NAVY CO. LTD.

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers

Port belonging to LONDON.

When 1922

YEAR.

MONTH.

Surveyed Afloat or in Dry Dock? DRY DOCK Name of Dock MEADOWSIDE DRY DOCK. Destined Voyage NOT KNOWN.

Cell D B or D B a feet; u E &amp; B feet; f total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 10990 Port Cal

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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

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

Society's Freeboard (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR EXAMINATION, DAMAGE &amp; DOCKING

EXAMINATION. (SEE S.R. LIST) Vessel stated to have struck mud embankment at King George Dock, Calcutta 13. 5. 40.  
(PLEASE SEE CALCUTTA REPORT NO 10990.)  
on examination of vessel in dry dock no evidence could be found of any damage due to grounding. It is recommended that this item be deleted from the Special Reasons list.

DOCKING. NOW DONE. Vessel placed in dry dock, bottom and inside cleaned examined now satisfactory and recoated.  
Decks casings Hatchways Coamings Ventilators etc. examined and now satisfactory.

## SUMMARY OF DAMAGE REPAIRS:-

Renewed

Removed and Faired or Repaired

Faired or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:-

## PRESENT CONDITION OF THE

Decks good  
Caulking of Decks good  
Coamings good  
Beams & Fastenings good in spaces exd.  
Outside Plating good  
" " in way of sidelights not exd.  
Frames good in spaces exd.  
Reverse Frames ✓  
Longitudinals ✓  
Transverse ✓  
Floors not examined.  
Keelsons not examined.  
Stringers not examined.  
Inner Bottom Plating good in spaces exd.  
Have the Tanks been examined internally? no.  
Have the Tanks been tested? no.

Bulkheads good in spaces exd.  
Ceiling good in spaces exd.  
Cement not examined.  
Rudder good.  
Steering gear and its connections good.  
Windlass good.  
Have pumps been examined and found efficient? not examined.  
Have Sluice Valves been examined and found efficient? not examined.  
Have Watertight Doors been examined and found efficient? not examined.  
Have Ventilators and their Coamings been examined and found efficient? see Rpt. yes  
Air and Sounding Pipes not examined.  
Doubling Plates under Sounding Pipes not exd.

Engine Room Skylights good.  
Coal Bunkers, Openings, Covers, &c. good.  
Oil Bunkers.  
Scuppers not examined  
Cargo Hatchways good.  
Hatches good.  
Planking  
Caulking  
Treennails  
Breasthooks & Stemson  
Transoms, Pointers & Crutches  
Timbers of Frame at openings  
" " at other places  
Stringers, Clamps & Shelves  
Sailing (State if examined.)

Copper, or Y.M. (State if on Exd.)  
When fitted, Month Year  
Boats not examined.  
Masts, Yards, &c. good.  
Condition, how ascertained from deck.  
(State if wedges removed.)  
Equipment letter  
Anchors, No. of 3-1  
Cables (State if now ranged) no.  
" length stated correct mean diam. ✓  
(on board)  
" Rule length ✓ size ✓  
Chain Locker not examined.  
Hawsers & Warps sufficient.  
Standing and Running Rigging good  
Sails ✓

## 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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel, so far as now seen, is in an efficient condition and eligible in my opinion to remain as at present classed in the Register Book with fresh record of survey 10.40. and subject to one plate in 1<sup>st</sup> and 2<sup>nd</sup> strakes below sheer and 1 frame set in (p.p. no 1 Hatchway) being dealt with and also ventilator Coamings being dealt with at first available opportunity

Survey Fee (per Section 20) £

Special Damage or Repair Fee (if any) (per Sec. 20) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

19

Received by me,

19

S. Bowman.

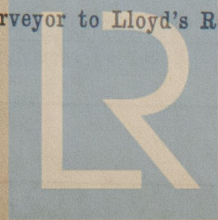
Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 15 OCT 1940

Character Assigned 100 A

10.40 } subject

Note



Lloyd's Register Foundation

W990-0206



Repairs. Wear and Tear. Rudder lifted, rebushed, two pintles renewed and refitted.

Small fracture in shell plate, 4<sup>th</sup>, strake below sheer strake, 8<sup>th</sup> plate from aft (p.p.) electrically welded flushed and doubting plate welded over.

Ventilator Coamings. Temporary bolted plates fitted in way of small wastage. These are efficient meantime, but electrically welded doubling plates or new coamings should be fitted at first available opportunity.

The Ventilators affected are:-

- 1 Ventilator Poop Deck to Tunnel.
- 1 " aft of Bridge on Upper Dk (p. 2.) to Deep Tank.
- 2 " s between nos 1 and 2 Hatches Upper Dk. to 'Queen Dk

Steering Gear Spares. Complete as recommended by Rules.

Special Reasons list. one plate in 1<sup>st</sup> and 2<sup>nd</sup> strokes below sheerstroke and 1 frame set in (p.s. no 1 Hatchway) examined and found satisfactory. This remains to be dealt with at owners convenience.

Only Docking (grounding) Vessel examined and no evidence of any damage could be found due to grounding.

It is recommended that this item be removed from the S.R. list  
S.B.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT. EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower ...																
	2nd ..																
	3rd ..																
	Collective Weight.																
	Steam .....																
	Kedge.....																

If Patent state name of Patent.

If Stockless, state Mechanical Test.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

B — If his Report is copied by Conving Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

*How*

*Low*

*12/10/40*

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(State of  
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Survey Fee (p  
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