

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 20.5.1920 When handed in at Local Office 19 Port of Rotterdam

No. in Reg. Book 32425 Survey held at Rotterdam Date, First Survey 16.2 Last Survey 17.5 1920
(No. of Visits numbering) Master J. Spanjer

61159 TONNAGE: 32425 on the Wood, Iron or Steel India Built at Glasgow By whom Barclay, Cade & Co. Ltd. When 1917

Owners Maatschappij voor de Indische Handel Port belonging to Amsterdam
Owners' Address Amsterdam (Fransz Krynck)

Boat or in Dry Dock? both Name of Dock Willems Dock Destined Voyage Batavia

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

Character: + 100A' 7.19 carrying Phosphorus in Bulk. Machinery and Boiler Surveys (including date of N.B., if any): 7.19 18 Dec. 6.19

When held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent repairs. Repairs due to other causes should be summarised in the form shown below. Whenever the particulars should be clearly stated in the space provided on the Report. State also the dates and initials of any letters respecting this case. H 19-3-20; H 19-4-20

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

EXAMINATION AS PER RULE, FOR Special Survey No. 1 and Alterations
The vessel has been placed in drydock, bottom and rudder examined, found in good condition and recoated. Deck above tank, forehold above deep tanks, copperdamms, cargo tanks, rooms, tweendecks, engine & boiler space and space under poop cleared and cleaned for examination, frames, floors, brackets, beams, breasthooks and all other parts thoroughly cleaned, and coated where required and examined right fore and aft. Under after peak tanks, No. I & II deep tanks and both double bottom under engine and boiler space ext. internally, cleaned, cemented or coated where required, tested by a head of water. Please see continuation sheet.

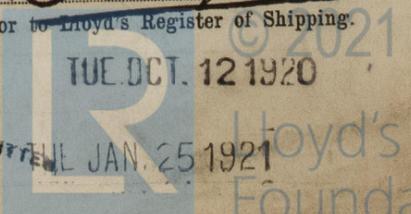
REPAIRS :-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
OF THE	Stringers <u>good</u>							Copper, or Y.M. of Wood Vessels <u>✓</u> (State if on Felt.) When put on, Month <u>✓</u> Year <u>✓</u>
	Inner Bottom Plating <u>good</u>							Boats <u>good</u>
	State if Tanks have been examined inside <u>yes</u>							Masts, Yards, &c. <u>✓</u>
	State if Tanks now tested <u>yes</u>							Condition, how ascertained <u>examined</u> (State if wedges removed) <u>no</u>
	Bulkheads <u>good</u>							Sails <u>✓</u>
	Ceiling <u>good</u>							Equipment letter <u>C +</u>
	Cement or Asphalt (State which.) <u>good</u>							Anchors, No. of <u>2 B 1 S 1 K</u>
	Rudder <u>good</u>							Cables (State if now ranged) <u>no</u>
	Steering gear and its connections <u>good</u>							" length <u>✓</u> size <u>✓</u> (on board)
	Windlass <u>good</u>							" Rule length <u>✓</u> size <u>✓</u>
	Have Pumps now been examined and found efficient? <u>yes</u>							Hawser & Warps <u>sufficient</u>
	Have Sluice Valves now been examined and found efficient? <u>✓</u>							Standing & Running Rigging <u>good</u>
	Have Watertight Doors now been examined and found efficient? <u>none fitted</u>							

Observations, Opinion as to Class, Recommendation, &c.:-
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, 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," "to remain as classed and to have record of survey, R15, and the notations of ss No. 1-15 and ptND15, &c."

Vessel is now in a good and efficient condition and she is in my opinion to be continued as classed with fresh record of survey 5.20 and notation for S.S. Rot No. 1-20

to a bower anchor and 15 fathoms of chain cable of proper weight and test being placed on baw at the first convenient opportunity
Fees applied for, 150.00
Repair Fee (if any) 120.00
Travelling Expenses (if chargeable) 5.00
Second Surveyor's Fee (if any) 0

Received by me, R. Vuyk
Surveyor to Lloyd's Register of Shipping.
Committee's Minute TUE JUN 22 1920
Character Assigned 100A' carry Phosphorus in bulk
ss. No. 1-20
Subj. + L.M.C. 5.20
Intd. for Oil fuel 5.20 J. Pabore 150°F



Is Certificate required? If so, to be sent to Collector
00404-00407-0104 1/3

S. S. "INDIA"

as required by the Rules and now sound and tight. —
 All cargo tanks starboard and port and all cofferdams tested
 being filled with water as required by the Rules and found
 sound and tight.

Examiners examined and found good, windlass overhauled, masts, spars,
 rig and general equipment examined and found good.
 Hatchways examined and made workable; Hatchways examined with hatches in
 position and found good. Steam steering gear and its connections
 and rudder quadrant overhauled, examined and found or made
 good, steering gear tested under steam and found in good work-
 ing condition.

Exhaust pipes, air and sounding pipes and ventilators examined and
 found good, doubling plates under sounding pipes good. —

Work now carried out: Bridge deck plating found fractured at
 forward corners of boiler casing and now repaired as follows:

Starboard side: 2 plates renewed & one doubling plate fitted, port bunker
 1 plate, 2 angles & one length halfpound removed for repairs
 replaced, starboard side: 1 plate renewed & one doubling plate fitted
 deck in way of repairs removed and replaced with necessary renewals.
 Marconi house fitted on bridge deck, deck over engineers cabins
 deck and paves and a number of minor repairs carried out.

Form: —
 Structural Alterations. —

See also Glasgow report No. 38982 now returned herewith
 regarding Compartment aft between Bkhd No. 9 & 10 extending
 tunnel top to Upperdeck now completed in accordance with
 approved for sister vessel "California". —

Lower deck strengthened with intermediate B.A. beams and three
 sides efficiently pillared, new vertical centre line bulkhead fitted
 in main and upperdeck and new washplate fitted each side
 the line bulkhead with all necessary stiffeners & efficiently
 attached to shell framing, afterbulkhead between main & upper
 removed, slant plate stiffeners cut off, all made vertical
 efficient stiffeners closely spaced and refitted in place,
 deck in way of afterhold tank, all main frames cut at
 deck & connected to stringer plates with efficient brackets
 plates renewed and new stringer angle fitted all as per
 approved. Tank tested upon completion with a heat
 test as required by the Rules and all parts found tight. —
 Tank for oil fuel settling tank fitted in engine room
 side efficiently constructed, engine room DP tank
 upon completion of alterations and found tight

M. W. K.

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Lloyd's Register
 Foundation

009004-009007-0104

Rotterdam

^{2nd} Continuation of Report No. 11252 dated

18-5-20 on the

S.S. "INDIA"

Two new settling tanks built up, fitted in place on seats provided, tested under pressure with a head of water as required by the Rules & now sound and tight. A bower anchor has been placed on board but no certificates being available, the marking on same could not be compared with certificates of test; 15 fathoms of chain cable to be placed on board at the first convenient opportunity.

D'Uyck



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