

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 11th MARCH 1953 When handed in at Local Office 12th MARCH 1953 Port of GREENOCK
No. in Survey held at GREENOCK Date, First Survey 6th JANUARY Last Survey 5th MARCH 1953
Reg. Book. 70338 on the Wood, Iron or Steel SS "NADIR" (No. of Visits 22)

TONNAGE: Built at PORT GLASGOW By whom LITHGOWS L^o When 1944 11
GROSS 5497 Owners ASIATIC STEAM NAV. CO L^o Owners' Address (If not already recorded in Appendix to Register Book)
UNDER DK 4933 Managers ✓ Port belonging to LONDON
NET 3007

Surveyed Afloat or in Dry Dock? BOTH Name of Dock JAMES WATT Destined Voyage LONDON

Cell DBor DBa feet; uE & B feet; f feet
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. 19092 Port Gen

(Periodical Surveys, when held, must be reported in detail and serially 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.

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

CHARACTER	For Special Survey.	Date of last Survey and of Periodical Surveys.	Machinery and Boiler Survey	(Including date of N.B., if any.)
<u>+100A1</u>	<u>10.52</u>	<u>+LMC</u>	<u>2.50</u>	
<u>s.s. Cal</u>	<u>2.50</u>	<u>BS</u>	<u>4.52</u>	
		<u>T.S. CL</u>	<u>9.51</u>	
<u>Cruiser Stern</u>				

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 Yes - to Society's Freeboard (if assigned) as painted on Ship and now verified 6 ft. 0 1/4 ins.

Owner Representative - not required. Was a damage report made by anyone else? if so, by whom? No

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGES, SPECIAL SURVEY, CONVERSION TO OIL FUEL, & ALTERATIONS.

DAMAGE:— Stated caused by bumping against quay at Genoa Harbour on 15th December 1952 (See Genoa Report N^o 19092)

NOW DONE:— Vessel placed in drydock, bottom, sides & rudder cleaned, examined found or placed in efficient condition and recoated.

PERMANENT REPAIRS (Shell plates numbered from forward & frames from aft)

PORTSIDE
'F' stroke N^o 6 plate fairied in place
'G' " N^{os} 5, 7 & 8 plates " " "
'H' " N^{os} 5, 6 & 8 " part removed, fairied & refitted

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...							<u>3</u>	<u>P.T.O.</u>
Removed and Fairied or Repaired	<u>3</u>	<u>14</u>			<u>8</u>		<u>1</u>	<u>As per report.</u>
Fairied or Repaired in place ...	<u>15</u>	<u>7</u>			<u>4</u>			

PRESENT CONDITION OF THE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
Decks	<u>GOOD</u>	Bulkheads	<u>GOOD</u>	Engine Room Skylights	<u>GOOD</u>	Copper, or Y.M.	<u>GOOD</u>	(State if on Felt.)
Caulking of Decks	<u>"</u>	Ceiling	<u>"</u>	Coal Bunkers, Openings, Covers, &c.	<u>✓</u>	When fitted, Month	<u>Year</u>	
Coamings	<u>"</u>	Cement or Asphalt	<u>"</u>	Oil Bunkers	<u>GOOD</u>	Boats	<u>GOOD</u>	
Beams & Fastenings	<u>"</u>	Rudder	<u>"</u>	Scuppers	<u>GOOD</u>	Masts, Yards, &c.	<u>GOOD</u>	
Outside Plating	<u>"</u>	Steering gear and its connections	<u>"</u>	Cargo Hatchways	<u>"</u>	Condition, how ascertained <u>BY EXAMⁿ</u>		(State if wedges removed.)
" " in way of sidelights	<u>"</u>	Windlass	<u>"</u>	Hatches	<u>"</u>	Equipment letter	<u>Z</u>	
Frames	<u>"</u>	Have pumps been examined and found efficient?	<u>YES</u>	Planking	<u>✓</u>	Anchors, No. of	<u>3 B & 15.</u>	
Reverse Frames	<u>"</u>	Have Suction Valves been examined and found efficient?	<u>✓</u>	Caulking	<u>✓</u>	Cables (State if now ranged)	<u>RANGED</u>	
Longitudinals	<u>✓</u>	Have Watertight Doors been examined and found efficient?	<u>YES</u>	Treenails	<u>✓</u>	" length <u>270</u> mean diam <u>2 3/16</u>		(on board)
Transverses	<u>✓</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>YES</u>	Breasthooks & Stemson	<u>✓</u>	" Rule length <u>270</u> size <u>2 1/4</u>		
Floors	<u>GOOD</u>	Alr and Sounding Pipes	<u>GOOD</u>	Transoms, Pointers & Crutches	<u>✓</u>	Chain Locker	<u>GOOD</u>	
Keelsons	<u>"</u>	Doubling Plates under Sounding Pipes	<u>"</u>	Timbers of Frame at openings	<u>✓</u>	Hawsers & Wops	<u>SUFFICIENT</u>	
Stringers	<u>✓</u>			" " at other places	<u>✓</u>	Standing and Running Rigging	<u>GOOD</u>	
Inner Bottom Plating	<u>GOOD</u>			Stringers, Clamps & Shelves	<u>✓</u>	Sails	<u>✓</u>	
Have the Tanks been examined internally	<u>YES</u>			Salting	<u>✓</u>			
Have the Tanks been tested?	<u>YES</u>			State if examined				

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 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 as No. 1-38."

This vessel, as now seen, is in efficient condition, and eligible in my opinion to remain as classed with fresh record of docking 2.53 & with notation of s.s. Grk 3.53 also "Fitted for Oil Fuel 3.53 F.P. above 150° F."

Plans previously outstanding may now be removed.

Survey Fee (per Section 23) 61 0 0 Fees applied for, 12th MAR 1953
Special Damage & Repair Fee (if any) 21 0 0 Received by me, J.P. Lewis
(per Sec. 23) OIL FUEL CONVERSION 30 0 0
Travelling Expenses (if chargeable) 10 0 0
HOLD ALTERATIONS
Second Surveyor's Fee (if any) 8 8 0
LATE ATTENDANCE

Committee's Minute GLASGOW 17 MAR 1953

Character Assigned 2.53. Grk without s/p cond
s.s. Grk - 3.53

CERTIFICATE WRITTEN.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

003625-003630-02184

NADIR

REPAIRS (CONT)

'H'	"	N ^o 10 & 13	plates	fairied in place
'J'	"	N ^o 5, 7, 10, 12 & 13	plates	fairied in place
'K'	"	N ^o 12	plate	fairied in place
Hold frames	128-131	inclusive		removed, fairied & refitted
"	"	97-100	"	part " " " "
"	"	44-47	"	fairied in place
Twain d/s frames	128-130	"		removed, fairied & refitted
"	"	97-99	"	fairied in place
"	"	44-47	"	removed, fairied & refitted
Second d/s beams	128-130	"		" " " "
"	"	97-99	"	part " " " "
"	"	72 & 73	"	" " " "
"	"	44-47	"	fairied in place
Second d/s stringer plating				part renewed or part
in way of above beams				removed, fairied & refitted
Second d/s beam knees	128-130, 97-99, 44-47			renewed
"	"	72 & 73		removed, fairied & refitted

Shell hose tested on completion and repairs found satisfactory.

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

ANCHORS.

Number of Certificate.	Anchor.*	WEIGHT OF STOCK.			TENS PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintended.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower												
	2nd												
	3rd												
	Collective Weight												
	Stream.....												
	Kedge												

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

CHAIN CABLES.

[illegible]

DAMAGE - Cause and date stated not known

Now Done: - Vessel placed in drydock, bottom sides & rivets, cleaned
examined, found or placed in efficient condition & recoated

REPAIRS: - 'F' strike N° 5 plate from forward (S) Varied in place

'G' " N° 5 " " " (5) " " "

'H' " N° 6 " " " (5) " " "

Shell hose tested on completion & repairs found satisfactory

"NADIR"

SPECIAL SURVEY

NOW DONE:- Vessel placed in drydock, bottom, sides and keel (if fit) cleaned, examined, found or placed in efficient condition & recoated. Anchors and cables ranged.

EXAMINED:- All holds, tween decks, casings, fore & after peak spaces, tween deck bunker engine & boiler spaces, under engines & boilers, plating in way of ^{stoke} shoot (now removed) and side lights, decks (drilled as necessary) hatchways, covers, supports, timbers, cleats & lashing arrangements, anchors, chain cables, chain locker, masts, rigging (report attached) steering gear, auxiliary steering gear, windlass, general equipment hand pump for W.T. door, ventilator coverings & covers, air & sounding pipes (striking plates fitted) and cargo battens. Girths auctioned tested. General Freeboard Survey carried out, freeboard markings verified & new certification issued. It was not considered necessary to drill the shell plating. All spaces previously cleared, sailing, coir, cement & scale removed as required, steelwork afterwards recoated as necessary.

EXAMINED INTERNALLY & TESTED: -

Fore & after peak tanks, all double bottom tanks including cofferdam spaces, and new settling tanks.

REPAIRS. - Rudder gudgeons rebushed.

Golden carrier bearing completely renewed.

Second deck plate abreast N^o 3 hatch coaming, renewed 1 P.E.S.

Minor caulking repairs effected on bottom shell

A few minor deck repairs effected.

A number of minor incidents noted in the shell plating P&S but it is not considered these need be recorded as endorsements.

CONVERSION TO OIL FUEL

Oil fuel settling tanks etc, as approved for "Malika", "Shahzada", "Gisaldan" & "Navildan" now fitted. Coal trunks on bulkhead 92 removed, ^{the} openings in deck plated over; sides cropped to form bulkhead stiffeners and brackets and fitted with $3\frac{1}{2} \times 3\frac{1}{2} \times 4\frac{1}{2}$ reverse bars, deck beams fitted in. All doors in bulkhead 92 were removed and openings plated over. Tank top S.R. beams in N^{os} 4 & 5 H.D.S. were reinforced with electric welding. Tank top manhole covers to N^{os} 1, 2, 3, 7 & 8 double bottom tanks altered to suit carriage of oil fuel and protected by coaming and wood covers. Bilge suction altered to suit new arrangement and new oily bilge spaces made in Fore Room (F.S.) Wood ceiling laid on battens fitted in N^{os} 4 & 5 H.D.S. Openings in floors 163 & 63 efficiently plated over to form cofferdam at forward end of N^{os} 1 & 7 double bottom tanks respectively. Air sounding pipe etc, fitted to suit new arrangement. Openings cut in sides of fore & aft casing bulkheads in Engine Room for access to new settling tanks; coaming stiffened with $6 \times 3\frac{1}{2}$ B.P. Four 25 ton settling tanks fitted in tween decks and tested under pressure. O.T. coaming fitted inside frames at Second deck

NADIR.

CONVERSION TO OIL FUEL (CONT)

and at forward end of settling tanks, with drainage to Engine Room. Upper deck coal hatch coamings removed (PES) and openings plated over. Bridge deck coal hatches plated over PES. Tween deck F.W. tanks removed and new cylindrical F.W. tanks fitted below Upper deck abreast Forepeak Room (as per Nalika) Ash shoot removed & opening in shell plated over. Coal ing doors (PES) permanently closed and welded. Saddle back space modified to form Gallery Coal Bunker (fr 81-83) with portable lock bolted plates at casing sides. Coaming and storm boards on portside Upper deck moved forward and casing of side house extended forward (see Rpt C.11 cont) Gidge suction tested on completion of alterations. Structure scaled and cement removed from Nos 1, 2, 3, 7 & 8 double bottom tanks which have now been converted for carriage of oil fuel & water ballast with the following capacities.

	OIL FUEL	SALT WATER
N ^o 1 D.B. TANK	83 TONS	92 TONS
N ^o 2 D.B. " 298	290 "	324 "
N ^o 3 " "	156 "	173 "
N ^o 7 " "	196 "	219 "
N ^o 8 " "	101 "	113 "
TOTAL EXCLUDING SETT. ^e TANKS	826 "	
N ^o 4 D.B. TANK		86 "
TOTAL EXCLUDING PEAK TANKS		1007 TONS.

Lengths of double bottoms unaltered

HOLD ALTERATIONS:-

W.T. Hold & tween deck bulkheads at fr. 99 moved forward to fr. 106 and has tested on completion. Hatchways & girders altered to suit, as per plan and additional pillars fitted. Additional hatch beam & carriers fitted at Upper & Second deck. Gidge suction & sounding pipes altered to suit new arrangement & tested on completion.

S.R.L.:- Specially examined p.s.f (grounding) at this time no damage found and it is submitted that this item may be deleted from S.R.L.

GENOA REPORT 19092 Set in shell plating etc (ps) dealt with at this time & it is submitted that this item may be deleted from S.R.L.

Vessel undocked 28th February 1953.



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Foundation