

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

Date of writing Report 16.7.1923 When handed in at Local Office 21.7.1923 Port of Glasgow.

No. in Survey held at Glasgow Date, First Survey 5.6.23 Last Survey 11.7.1923  
Reg. Book. (No. of Visits 21)

28580

Built on the Wood, Iron or Steel S.S. "NIGARISTAN"

Master

TONNAGE:-

Built at Vegesack

By whom Bremer Vulcan

When 1912

GROSS 5993

Owners F. G. Strick &amp; Co., Ltd.

Port belonging to London

UNDER DEK. 5556

Owners' Address

NET 3752

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

Surveyed Afloat or in Dry Dock? Both Name of Dock Govan Dry No. 1 Destined Voyage Persian Gulf via Bristol Channel.

WB=CellDBorDBa feet; uE&amp;B feet; f feet; total capacity tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book &amp; 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. 2865 Port L.F.

CHARACTER.	Years Assigned	Machinery and Boiler Surveys (including date of N.B., if any).
For Special Survey.		
Date of last Survey and of Periodical Surveys.		
100 A1		LMC 6,22
6,22		TS CL N 6,22
SS Val. N° 3-6,22		

(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.

Society's Freeboard (if assigned) as painted on Ship and now verified 6 ft. 9 ins.

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. Not required Was a damage report made by anyone else? If so, by whom? John White &amp; Sons for Underwriters.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Installation of oil fuel burning arrangements and Damages stated to have been sustained as follow:-

- (1) By collision with the S.S. "Golconda" at Basra Bar on the 12th Oct., 1922.
- (2) By heavy weather from the 1st to 16th Jan., 1923, on voyage to York to Marseilles.
- (3) By a ding of heavy pipes carrying away while discharging at Mohammerah 5th March, 1923.
- (4) By collision with the S.S. "Bamora" at Mohammerah on the 23rd March, 1923. (See Lloyd's Agents' (Bureau) report N° 2865 and Secretary's letter "H" dated 5th June, 1923).
- (5) By striking the quay wall at Avonmouth on the 19th May, 1923.
- (6) By collision with unknown steamer and striking the quay wall at Cardiff on the 30th May, 1923.
- (7) By striking the quay wall in Prince's Dock, Glasgow, on the 11th June, 1923.
- (8) By striking the quay wall in Prince's Dock, Glasgow, on the 25th June, 1923. (P.T.O.)

SUMMARY OF DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Other Items:-
Renewed	3	9 part					Rudder
Removed and Faird or Repaired	3				6	1	
Faird or Repaired in place	6	3				2	

## PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	no	Dblg. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	
Caulking of Decks	"	State if Tanks now tested	yes	Engine Room Skylights	"	(State if on Felt.)	
Waterways	"	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month	Year
Coamings	"	Ceiling	"	Scuppers	"	Boats	Good
Beams & Fastenings	Parts examd - Good	Cement or Asphalt	Bement	Cargo Hatchways	"	Masts, Yards, &c.	"
Outside Plating	Good	Rudder	Renewed - Good	Hatches	"	Condition, how ascertained	from deck
Caulking of ditto	"	Steering gear and its connections	Good	Planking of Wood Vessels	"	(State if wedges removed)	no
Rivets	"	Windlass	"	Caulking	ditto	Sails	✓
Breasthooks & Crutches	✓	Have Pumps now been examined and found efficient?	no	Treenails	ditto	Equipment letter	a t
Transoms	✓	Have Sluice Valves now been examined and found efficient?	✓	Breasthooks & Stemson	ditto	Anchors, No. of	3 B, 1 S, 1 K.
Frames	Parts examd - Good	Have Watertight Doors now been examined and found efficient?	no	Transoms, Pointers, & Crutches ditto		Cables (State if now ranged)	no
Reverse Frames	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Timbers of Frame at openings ditto		" length (on board)	✓
Floors	"			Ditto ditto at other places ditto		" Rule length	✓
Keelsons	✓			Stringers, Clamps & Shells	ditto	Hawser & Warps	Good
Stringers	Good			Salting (State if examined)	ditto	Standing & Running Rigging	"
Inner Bottom Plating	"						

## 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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and pnd15, &amp;c."

This vessel, so far as now seen, is in good and efficient condition and eligible in my opinion to remain as classed with fresh record of survey 7,23, and to have the notation "Fitted for oil fuel 7,23 F.P. above 150°F."

Survey Fee (per Section 29)	12	12	0	Fees applied for,
Special Damage Fee (if any)	15	15	0	24/7/1923.
Travelling Expenses (if chargeable)				Received by me,
Second Surveyor's Fee (if any)			1	24/7/1923.

Committee's Minute

GLASGOW

24 JUL 1923

Character Assigned 100 A 7.23.

Fitted for Oil Fuel 7.23. F.P. above 150°F.

TUE JUL 31 1923

FRI 28 MAR 1924

R. Brimblecombe.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register

Foundation

Note sheet.

W 202-0067(115)



Installation of oil fuel burning arrangements. How done:-

The holes in centre girder blanked in No. 1, 2 & 6 DB tanks, and a cofferdam formed immediately abaft the fore peak bulkhead — this cofferdam has been filled with cement, and the pump suction & the sounding pipe shown on the approved plan, omitted.

Ceiling fitted in all holds laid on 2" battens, and the remaining requirements of Section 49 of the Rules (1921-22) have been complied with. Plans (2) approved locally for the shifting of the W.T. Bulkhead and

## ANCHORS.

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

[illegible]

details of the settling tanks are herewith.

(1) Damage repairs now done (std quarter):-

Upper edge of one plate in poop at shear stake fixed in place — — (1)

Deck stringer bar faired in place.

One length of cope iron removed, faired & replaced

(continued)



S.S. "NIGARISTAN"(2) Damage repairs now done:-

Rudder (4 pintles) renewed up to coupling and all gudgeons rebushed with lignum vitae. (The rudder was found twisted to stbd about 6" at bottom after corner). Forging report attached. Cargo battens in No. 1 hold part renewed (broken by cargo shifting). Rails & stanchions on port side of fore well deck repaired and faired as necessary.

Winch steam pipe casing in way of Nos 4 & 5 hatches part renewed.

(3) Damage repairs now done (No. 4 hold, stbd side):-

Three tank top plates renewed ----- (3)

Two " " " faired in place. ----- (2)

(4) Damage repairs now done (stbd bow):-

No. 2 plate in sheerstrake renewed ----- (1)

No. 2 " " strake below sheerstrake removed, faired & replaced ----- (1)

No. 1 " " " " " faired in place ----- (1)

Seven frames cropped & part renewed ----- (7)

Two " " faired in place ----- (2)

Six upper deck beams faired in place ----- (6)

Seven beam knee brackets renewed.

Wing plate (below upper dk) of fore peak bulkhead renewed.

Boundary bar of fore peak bulkhead cropped & part renewed.

Upper dk stringer plate faired in place ----- (1)

All bunks, lining on ship's side, fittings in store room, etc, removed for access, replaced & part renewed as necessary.

(5) Damage repairs now done (port side):-

No. 3 plate in forecastle dk sheerstrake faired in place ----- (1)

Deck stringer bar faired in place.

One length of cope iron removed, faired & replaced.

Rails & stanchions in way of above removed, faired & replaced.

Shell plate L4 faired in place & doubling plate fitted inside ----- (1)

(6) Damage repairs now done (port side):-

(Unknown steamer) Rails & stanchions abreast Nos 4 & 5 hatches faired and repaired as necessary.

(Striking quay wall) Shell plate G3 renewed ----- (1)

Several rivets renewed in lap of G & H strakes

(7) Damage repairs now done (port side):-

Shell plate H5 removed, faired & replaced ----- (1)

Shell plates G4 & J5 faired in place ----- (2)

and doubling plates fitted inside J5 in two frame spaces.

One frame (next abaft bulkhead between Nos 1 & 2 holds) cropped & part renewed ----- (1)

Boundary bar of bulkhead faired in place.



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S.S. "NIGARISTAN"(8) Damage repairs now done (std side):-

Shell plate G5 removed, faired &amp; replaced ----- (1)

One frame cropped &amp; part renewed ----- (1)

One frame faired in place ----- (1)

Two tank side brkts removed, faired &amp; replaced.

With reference to the Secretary's letter "H" dated the 5th June, 1923, the four bolts in the No. 2 std bilge and the two bolts in the bulkhead between No. 1 & 2 holds have now been replaced by rivets. The leakage into No. 2 bilge when the vessel was at Busrah was caused by the suction pipe from this bilge being holed in the machinery space, which allowed the bilge water in the machinery space to drain back into No. 2 hold. The defective length of pipe has now been renewed. The strum box in No. 2 std bilge and the bilge sounding pipe have also been renewed in connection with the shifting of the W.T. bld on std side of the donkey boiler recess, as previously referred to in this report.

E.B.

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