

Date of writing Report 19<sup>th</sup> Jun 1922 When handed in at Local Office 19 Port of Falmouth

No. in Reg. Book. Survey held at Falmouth Date, First Survey 22<sup>nd</sup> May Last Survey June 17<sup>th</sup> 1922

3959 on the Wood, Iron or Steel Steamer Nigaristan Master in "Drydocks" or "Repairs"

TONNAGE:- Built at Vegesack By whom Bremer Vulkan When 1912

GROSS 5993.19 Owners Messrs Strick & Co Port belonging to London

UNDER DE. 5556-05 Owners' Address As recorded

NET 3757.8 (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Both Name of Dock Falmouth No 3 Destined Voyage Glasgow

WB=CellDBorDBa feet; uE&B feet; f feet; } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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 White Barkst-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. Port

CHARACTER.  
X for Special Survey.  
Date of last Survey and of Periodical Surveys.

100A1 (contemplated)

Years since last survey.

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

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?

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No 3

Vessel placed in Dry Dock, proper stages made and the holds and Plats cleared for examination.

Ceiling removed from the bilges fore and aft. The whole of the frames, stringers, hooks, floor plates, engine and boiler bearers, ends of beams, watertight bulkheads, rivets and inner surface of outside plating exposed. Condition of plating in way of sidelights ascertained. Coal bunkers cleared for examination and ceiling of bilges removed. The bilges and limbers in the engine and boiler space cleaned out and parts examined. All rust beaten off the steel throughout the vessel and condition of plating ascertained. It was not considered necessary to drill the plating for thickness. Ash shoots and shell plating in way of same examined. All the scaled and chipped surfaces of the steel throughout the vessel recoated. Steel and wood sheathing on steel decks as also condition of fastenings exd.

Berment exd. Double bottom tested to height of light water line (no ceiling on tanks) Peak tanks tested to eight feet above crown of tanks. All tanks and Peak tanks examined inside. Chain cables ranged and with the anchors examined. Windlass exd. Masts spars and general

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ... ..	2	2						
Removed and Faird or Repaired ... ..				2				
Faird or Repaired in place ... ..	2							

PRESENT CONDITION OF THE	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Decks Good								Copper, or Y.M. of Wood Vessels. (State if on Felt.) When put on, Month Year
Caulking of Decks "								Boats Good
Waterways "								Masts, Yards, &c. "
Coamings "								Condition, how ascertained Examination (State if wedges removed) none fitted
Beams & Fastenings "								Sails
Outside Plating "								Equipment letter A4
Caulking of ditto "								Anchors, No. of 3 B. 15. 1 K
Rivets "								Cables (State if now ranged) Yes
Breasthooks & Crutches "								" length 270 4 1/2 size 1 1/2
Transoms "								" Rule length 270 4 1/2 size 1 1/2
Frames B & A "								Hawser & Warps Good
Reverse Frames "								Standing & Running Rigging "
Floors "								
Keelsons "								
Stringers "								
Inner Bottom Plating "								

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 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 ptND15, &c."

This vessel is now in good condition and in my opinion eligible to have the notation S.S. No 3 assigned her in the Register Book.

Survey Fee (per Section 28) 100 0 0 Fees applied for, 10/7/1922

Special Damage or Repair Fee (if any) 11 0 0 Received by me, J. Wand

Travelling Expenses (if chargeable) 10

Second Surveyor's Fee (if any) 14/22

Committee's Minute

Character Assigned 100A1

Build 1912 S.S. No. 3-6, 22

By J. Wand A.C.P. Lmb 6. 22. J.D. C.L. O.G.

FRI. JUL. 7 1922

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

UK 202 0099 (113)



Steamer "Nigaristan"

equipment examined. Hatches examined in position on hatchways. Ventilator coamings and covers examined. Steam steering engine and its connections, steering rods, chains, blocks etc. ex. pumps and watertight doors, air and sounding pipes and plates under same. A few shell rivets cut out for examination and found satisfactory.

Repairs Docking Vessel. Bottom plating cleaned and coated. Side plating & topsides also cleaned & coated. Shackle pins knocked out and replaced with new safety pins. Two shackle pins renewed.

Rudder lifted pintles and bushings and rudder replaced in good order. Zinc protector plates fitted rudder post of skin frame where necessary. A few odd shell rivets renewed & 2 frames rivetted starboard side right forward.

dentled shell plating (cause not known) dealt with as follows. On the Port side (right forward) shell to A.1 cut out faired and replaced. B.1 cut out and replaced new. C.1 cut out and replaced new. D.1 cut out and replaced new. G.3 faired in place. Stem faired in place. Two frames faired & replaced. Two floors faired in place.

After length of Bilge keel on Port side cut off faired and replaced.

Deck plating. In way of After Tween deck Ballast tank, Two plates on Starboard side and plates on Port side (adjacent to stringer plating and on second strake inboard) cut out and renewed.

Deck plating doubled across the ship between Hatchway and Steering engine recess.

Under Poop. portable wood sheathing all removed, the deck plating scaled to bare steel and twelve drawn rivets cut out and renewed.

Green Deck Ballast Tanks at after end of Bridge. On Port side the beams at ends of watertight hatch found fractured, and the rivetting of beam knees slack. On both sides the vessel the deck beams at ends of watertight hatches cut out and replaced with deeper beams 9"x3 1/2"x1/2". All ends on these beams replaced with deeper knees. All the slack rivets in beam knees on the Port side renewed and three extra rivets driven in each beam knee for reinforcement on both sides the vessel. The deck bars to watertight hatches rivetted part new. Broken iron ladder Port side tank repaired and rivetted.

Masts spars and Rigging. (For Manchester Canal traffic. Alterations) The rigging and stays let go and the masts lifted out of the vessel and taken ashore and shortened in length twelve feet. The mast doublings and plating made good and the masts replaced with new copie wood topmasts fitted and winches gear. Mast deck bars rivetted and new teak chocks fitted and caulked watertight. All the rigging shrouds and stays of both masts refitted new.

Hatchways. All the web beams to upper and second deck hatchways repaired and being faired and top and bottom angles faired as necessary.

Hatches. The wood hatches on all upper and second deck hatchways overhauled and made good. Most of the wood hatches on the cargo hatchways renewed with 3" Pine. a number of the old hatches about 2 3/4" thick being in good order were replaced. The Bunker hatches also made in good order.

Ceiling The vessel now fitted with wood ceiling, 2 1/2" Pine fitted on suitable rounds and with angle bar rests rivetted to tank top, in way of Hatchways only.

Sparving Battens. all removed and replaced with 2000 ft new.

Bunkers. Tween deck and lower bunkers scaled throughout and coated with bitumastic solution. A strong wood bulkhead built across the ship at frame

25 forming a reserve bunker space in the No 2 Hold to Stokhold bulkhead. Two sliding watertight doors properly framed fitted to Stokhold bulkhead and made reachable from upper deck.

ment made good where found off shell plating in No 1 Ballast tank.

Plating. The vessel scaled throughout the Bilges fore and aft the vessel also inside ballast tanks and



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Port of *Falmouth*Continuation of Report No. 6109 dated 19<sup>th</sup> June 1922 on theSteamer "Nigaristan"

ment washed.

**Pillars.** Two pillars at after end of No 4 Hold. Seating at ship's side sagged with centre bracket buckled. This seating has been placed in good order and reinforced with vertical B.A. stiffeners.

**Boats.** Three new lifeboats fitted to vessel. Wood chocks part renewed and altered to suit new boats.

Bunker trimming hatches made to B.T. requirements (Circular 1589)

Sounding pipes. Doubling plates under sounding pipes fitted in Nos 2 & 4 Ballast Tanks.

J. Hand



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