

With or Without
Disconnected Erections.

STEEL STEAMER.

Received at London Office WED 15 AUG 1923

Date of completion of report
Survey held at

Glasgow

State if Report is also sent on the Machinery of the Vessel

Yes.

Port of

Glasgow

Date, First Survey

29/10/22

Last Survey

8th Aug

1923

On the (State if Single, Twin, or Triple Screw)

S. S. "NURMAHAL"

Rig Schooner

TONNAGE under

Tonnage Deck

Do. between Tonnage Dk.

and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of R.Q.Dk.

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of

Engine Room

TONNAGE FOR FEES

Less Engine Room

Less Navigation Spaces

Register Tonnage

as cut on Beam

Breadth (greatest moulded)

Depth, at middle of length from top of keel to top of

upper deck beams at side

Transverse Number

Length on deck from fore part of stem to after part of

stern post

Longitudinal Number

Depth "d," at middle of length (See Secs. 2 & 13)

Proportions—Depths to Length—Upper Deck Beam at

side to top of keel

Long Bridge Deck

Beam at side to top of keel

Master

Year of appointment

Built at

When built

By whom built

Owners

Managers

Residence

Port belonging to

(1) As Master in service of owner of present vessel—19
(2) As Master of this vessel—19

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FRAMING.

ME, Angles, or Bars amidships

o. in peaks

o. in way of Double Bottoms at Solid Floors

" " at intermdt. Bkts

ing of Frames from centre to centre amidships

" " length to Collision bulkhead

" " in peaks

VERSED FRAME, Angles

o. in way of Double Bottoms at Solid Floors

" " at intermdt. Bkts

AMING, depth of girder

ORS, depth and thickness of Floor Plate

at mid-line for length amidships

in way of Engine and Boiler Spaces

thickness at the ends of vessel

depth at the half breadth, as per Rule

height at the half breadth, as per Rule

ORS in Cell, Double Bottoms

state if flanged (top & bottom)

Spacing of Solid floors

IRE GIRDER, in Dbl. bottom, dpth. & thknss

" Angle, Top

" " Bottom

" " to Floors

Brackets at intermdt. frmg., width & thknss

GIRDERS, number on each side & thickness

" state if flanged (top and bottom)

" Angles (top and bottom)

" " to Floors

GIN PLATE, depth (exclusive of flange)

and thickness

" Angle to Outside Plating

" " Floors

Brackets at intermdt. frmg., width & thknss

Height of Outside Brackets above at bilge

R BOTTOM PLATING, breadth and

thickness of Middle Line Strake

" " in Engine and Boiler space

" Remainder in Holds

IS, Upper Deck, Single Angle, Bulb

Angle, Plate, Tee Bulb, or Channel

In way of Long Bridge

Spacing

IS, Second Deck, Single Angle, Bulb

Angle, Plate, Tee Bulb, or Channel

Spacing

IS, Third and Fourth Deck, Single Angle

Bulb Angle, Plate, Tee Bulb, or Channel

Angles on upper edge

Spacing

IS, Poop Deck, Angle, Bulb Angle, Plate

Angle, Plate, Tee Bulb, or Channel

Angles on upper edge

Spacing

BEAMS, Bridge Deck, Angle, Bulb Angle, Plate

Angle, Plate, Tee Bulb, or Channel

Angles on upper edge

Spacing

BEAMS, Forecastle Deck, Angle, Bulb Angle

Angle, Plate, Tee Bulb, or Channel

Angles on upper edge

Spacing

PILLARS.

PILLARS In 'tween Deck, size and spacing

" " Hold

" " Quarter 'tween Dks.,

" " in Hold

KEELSONS & STRINGERS.

CENTRE LINE KEELSON, Vertical Plate, or Intercoastal Plate

" Rider Plate

" Flat Plate Keel Angles

" Horizontal Plates on Floors

" Angles or Bulb Angles

SIDE KEELSONS, Number

" Angles or Bulb Angles

" Plate above floors, for length

" Intercoastal Plate, for length

" Attached to outside Plating with Angle

BILGE KEELSON, Angles

" Intercoastal Plate, for length

" Attached to outside Plating with Angle

SIDE STRINGERS, Number

" Angle

" Intercoastal Plate, for length

" Attached to outside plating with Angle

Upper Deck Stringer Plate, br'dth & thickness

" " " " (clear of Bridge)

" " " " (br'dth & thickness)

" " " " (in way of Bridge)

" " " " Angle (clear of Bridge)

" " " " Tie Plate at side of Hatchways

" " " " Deck, * Iron or Steel, for whole lng.

" " " " Thickness (clear of Bridge)

" " " " (in way of Bridge)

" " " " Wood Deck, Material & thickness

Second Deck Stringer Plate, br'dth & thickness

" Angles on ditto, No.

" Tie Plates outside Hatchways

" " " " Deck, * Iron or Steel, for whole lng.

" " " " Wood Deck, Material & thickness

Third Deck Stringer Plate, br'dth & thickness

" Angles on ditto, No.

" Tie Plates outside Hatchways

" " " " Deck, * Material and thickness

Fourth and Fifth Deck Stringer Plate, br'dth & thickness

" Angles on ditto, No.

" Tie Plates outside Hatchways

" " " " Deck, Material & thickness

Poop Deck Stringer Plate, breadth & thickness

" Angle on ditto

" Tie Plates

" " " " Deck, Material and thickness

Bridge Deck Stringer Plate, br'dth & thickness

" Angle on ditto

" Tie Plates

" " " " Deck, Material and thickness

Forecastle Deck Stringer Plate, br'dth & thickness

" Angle on ditto

" Tie Plates

" " " " Deck, Material and thickness

* If Iron or Steel Deck, state if whole or part, and if Wood Deck so laid thereon.

[illegible]

EQUIPMENT No. <i>355/3.7</i>		LETTER <i>Z</i>		ANCHORS.		TONNAGE U. DK. OR PLATING No. FOR TRAWLERS																
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 31.			Description of Anchor.			Makers.			Where and when tested and Superintendent.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.								
<i>86422</i>	<i>1st Bower</i>	<i>64</i>	<i>2</i>	<i>12</i>	<i>Stockless</i>			<i>50</i>	<i>17</i>	<i>2</i>	<i>0</i>	<i>63</i>	<i>3</i>	<i>0</i>	<i>Halli C.S. Head</i>	<i>Hingley & Sons</i>	<i>Netherston</i>	<i>25/1/23</i>	<i>Green</i>			
<i>86404</i>	<i>2nd "</i>	<i>63</i>	<i>1</i>	<i>2</i>	<i>do.</i>			<i>50</i>	<i>5</i>	<i>0</i>	<i>0</i>	<i>63</i>	<i>3</i>	<i>0</i>	<i>do.</i>	<i>do.</i>	<i>do.</i>	<i>29/6/23</i>	<i>do.</i>			
<i>86284</i>	<i>3rd "</i>	<i>56</i>	<i>1</i>	<i>14</i>	<i>do.</i>			<i>46</i>	<i>4</i>	<i>2</i>	<i>21</i>	<i>54</i>	<i>2</i>	<i>0</i>	<i>do.</i>	<i>do.</i>	<i>do.</i>	<i>26/4/23</i>	<i>do.</i>			
	<i>4th "</i>																					
	<i>Collective weights.</i>	<i>184</i>	<i>1</i>	<i>0</i>	<i>✓</i>							<i>182</i>	<i>0</i>	<i>0</i>								
<i>86363</i>	<i>Stream</i>	<i>17</i>	<i>3</i>	<i>2</i>	<i>✓</i>	<i>4</i>	<i>2</i>	<i>1</i>	<i>18</i>	<i>18</i>	<i>-</i>	<i>14</i>	<i>17</i>	<i>2</i>	<i>0</i>	<i>Ordinary</i>	<i>Hingley & Sons</i>	<i>Netherston</i>	<i>13/6/23</i>	<i>Green</i>		
<i>86362</i>	<i>Kedge</i>	<i>7</i>	<i>2</i>	<i>9</i>	<i>✓</i>	<i>1</i>	<i>3</i>	<i>19</i>	<i>9</i>	<i>15</i>	<i>3</i>	<i>21</i>	<i>7</i>	<i>2</i>	<i>0</i>	<i>do.</i>	<i>do.</i>	<i>do.</i>	<i>13/4/23</i>	<i>do.</i>		

U. of Ex. & State Name of Ex. & State

1/500 Mass. State Mechanical Tests

Particulars of Drop Test of Cast Steel Anchors, viz.:-
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower	37.3.6	✓	D. D. W.	5816	15.5.23
2nd "	38.2.13	✓	D. D. W.	5770	2.5.23
3rd "	38.2.22	✓	K. H.	2629	22.3.22
4th "					

CHAIN CABLES.

Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and size per Table 31.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
	Length. Diam.	Statutory. Break ing.	Supplied. Per Rule.	Length. Diam.			
75137	135 2 1/4	7 1/2	341.1.15	270 2 1/4	Steel	Hingley & Sons, Netherston, 14/1/23	Green
75141	135 2 1/2	do.	341.1.6	270 2 1/2	do.	do.	do. 14/1/23
	90 4 3/4	47	682.2.21	90 4 3/4	Steel	R.S. Newall & Son	

HAWSERS AND WARPS.

Length and size supplied.	Breaking Test of Steel Wire Towline.	Length and size per Table 31.
Length. Cir.	Tons. Fathoms. Ins.	Length. Cir.
TOWLINE	120 5 59	120 5 59
HAWSERS & WARPS	2-90 2 1/4 15 1/2	2-90 2 1/4 15 1/2
	2-90 2 1/2 12 1/2	2-90 2 1/2 12 1/2
	4-90 6 Manila	

Boats 4 lifeboats and 2 cutters ✓ **Steering Gear, Steam** Caldwell ✓ **Steering Gear, Hand** Efficient ✓
Pumps, Number 1 Downton and 1 Ordinary ✓ **Diameters of Barrels** 5" & 3" ✓ **State whether they are in efficient working order** Yes ✓
Windlass is Steam by Emerson, Walker & Thompson Bros ✓ **Capstan** ✓
Engine Room Skylights. How constructed? Steel plates ✓ **What arrangements for deadlights in bad weather?** Folding flaps ✓
Coal Bunker Openings. How constructed? Steel plates ✓ **How are lids secured?** Cleats & tarpaulins ✓ **Height above deck?** 30" ✓
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 7 Scuppers each side, 6 ports each side, 42" x 16" ✓
Ceiling in Holds, thickness and material 2 1/2" pine under hatches and over bunks ✓ **Cargo Battens, thickness and material** 2" pine ✓
Cargo Hatchways. How formed? Steel plates and angles ✓ **Hatches, If strong and efficient?** Yes ✓
State size No. 1 Hatch (Forward) 21'8" x 16'0" ✓ **No. 2 Hatch** 30'4" x 16'0" ✓ **No. 3 Hatch** 30'4" x 16'0" ✓ **No. 4 Hatch** 21'8" x 16'0" ✓
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 4 webs in No. 1 hatch, and 5 webs in No. 2 & 3 hatches ✓
No fore and afters ✓ **No. of Breasthooks** 8 ✓ **No. of Crutches** Deep floors ✓
Bulwarks, height above deck and description 3'9" Steel plates ✓ **Main Rail, material and size** 6 1/2 x 3 1/2 x 50 Tyzack ✓
The foregoing is a correct description of ✓ **Surveyor's Signature** George Nicol ✓ **Surveyor to Lloyd's Register of Shipping.**
Builder's Signature (here only) William Marshall ✓ **DIRECTOR.**

Correspondence. State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)

Secretary's letters of various dates ✓

Workmanship. Are the butts of plating planed or otherwise fitted? Planed where practicable ✓

Is the riveted work properly closed? Yes ✓

Are the liners between the frames and plates solid single pieces? joggled framing ✓ **Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?** Yes ✓

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes ✓ **Do any rivets break into or through the seams or butts of the plating?** A few ✓

Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes ✓ **or overlapped** ✓

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes ✓ **State results of tests** Satisfactory ✓

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes ✓ **State results of tests** Satisfactory ✓

General Remarks (State quality of workmanship, &c.) Workmanship good. ✓

This vessel has been built in accordance with the approved plans, the Secretary's letters of various dates, and otherwise in conformity with the Rules for the class contemplated. ✓

1 forging and 3 steel casting reports ✓

17 plans, including plan of midship section of vessel as built ✓

Vessel is a sister ship of the S.S. "NURJEHAN" the same builders No. 396 vessel (see Sept N. 4278). She is also a modified sister ship of the S.S. "NIZAM" and the S.S. "NAWAB" see also Septs N. 34666 and 34894 ✓

The Surveyor should state the Number of Report and Name of any Sister Vessel.
Plans to be forwarded with F.E. Report showing vessel as built.

P.T.O.

The amount of Entry Fee £ 9 : 0 : 0 ✓ **Fees applied for,** 11/87 1923 ✓
Special Survey Fee £ 335 : 9 : 6 ✓ **Received by me,** 17/8/23 ✓
Damage fee £ 2 : 2 : 0 ✓ **Certificate to be sent to** Glasgow ✓
Travelling Expenses, if any £ 11 : 0 : 0 ✓ **Date of issue** 20/8/23 ✓
Subtotal ✓
State whether the Vessel has been built under Special Survey Yes ✓
I am of opinion this Vessel should be Classed 100. A. 1. ✓
With, or without Freeboard, as condition of Class Without ✓ **Surveyor to Lloyd's Register of Shipping.** George Nicol ✓

Committee's Minute GLASGOW 14 AUG 1923 ✓

Character assigned 100 A1 ✓

Lloyd's A&CP ✓

+ LMC 8.23 ✓

70.



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2/2 L700-0077 7/2

GENERAL REMARKS—(continued).

Vessel sustained damage on the port side, the shell plating being indented in two places, through having been struck by the port anchor of the S. S. "American Press" of Philadelphia, whilst the latter vessel was entering Princes Dock, Glasgow on 18th June 1923, the S. S. "Kurmahel" at the time lying alongside the quay wall. In repair of this damage the following was done: viz.—The shell plating on the 2nd strake below the upper deck sheerstrake abreast of the fore end of the after wing house was fairied in place in two places and in the case of one of the indents, the plating was reinforced by fitting a local doubling. The riveting and caulking in the vicinity of the damage was overhauled and retested.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 38.41 ft., R.Q.D. ft., Bridge 137.33 ft., Forecastle 45.33 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 2 Decks All (upper deck teak sheathed)

Official No. ; Signal Letters.

State if Machinery is fitted aft No

How are the surfaces preserved from oxidation? Inside Paint, Bituminastic, and Cement. Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors. Yes

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	114.83	327	Fore peak tank,	21.5	124
Double bottom, under Engines and Boilers,	45.50	178	After peak tank,	10.0	30
Double bottom, if under Engines only,	"	"	Deep tank, aft,	32.5	905
Double bottom, if under Boilers only,	"	"	Deep tank, forward,	"	"
Double bottom, forward,	186.33	605	Other tanks, if fitted,	"	"
Total capacity of double bottom		1110	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules. Yes

Order for Special Survey No. 5523

Date

6. 9. 22

No. 399

in builder's yard.

Days of Surveys held while building

1922. Oct 20. 24. 25. Nov 7. 10. 12. 14. 21. 22. 25. 30. Dec 5. 8. 15. 17. 22. 26.
1923. Jan 9. 12. 17. 23. 30. Feb 2. 9. 15. 22. Mar 15. 18. 20. Apr 9. 13. 16. 18. 20. 23. 26. 30.
May 3. 9. 12. 24. 28. June 1. 4. 12. 22. July 2. 4. 27. 28. 31. Aug 1. 2. 8.

Total No. of Visits

60

Surveyor's Signature

George Nicol

Lloyd's Register Foundation