

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 27.1.1941 When handed in at Local Office 27.1.1941 Port of Bombay

No. in Reg. Book 80053 Survey held at Bombay Date First Survey 28.11.40 Last Survey 6.1.1941
(No. of Visits 15)

TONNAGE: GROSS 7974 Built at Glasgow By whom Barclay Curle & Co. Ltd. When 1919 MONTH 9
UNDER DK. 7611 Owners British India S.N. Co. Ltd. Owners' Address (if not already recorded in Appendix Register Book)
NET 4784 Managers

Surveyed Afloat or in Dry Dock? Both Name of Dock Hughes Drydock Destined Voyage

WB = Cell D Bor DBa feet; uE&B feet; APT tons; MT tons.
total capacity tons. FPT tons; APT tons; MT tons.

Last Report, No. 108702 Port hon

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. | Years Assigned extended. | Machinery and Boiler Surveys (including date of N.B., in any). |
| <input checked="" type="checkbox"/> 100 A1 - 9.39 Shelter deck with field. | <input checked="" type="checkbox"/> LMC 4.35 | BS 4.40 TSC 2.40 |
| S.S. Pal. No. 3 - 9.31 | | NDB 20 |
| S.S. Shl. No. 1 - 35 | | |
| Society's Freeboard (if assigned) as painted on Ship and now verified | | 11 ft. 0 1/2 ins. |

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

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

Vessel placed in dry dock. Bottom and rudder cleaned, examined and recoated. Decks, hatches, coamings, ventilators and covers examined. Freeboard checked.
Holds and tween decks, except No. 5 hold and Nos 4 & 5 tween decks, peaks, bunkers, (except the upper and lower tween deck bunkers) and engine and boiler spaces cleaned, sealed and examined throughout and afterwards recoated.
Nos. 1, 2, 3, 4, 5, 6, & 8 tanks cleaned and examined internally and afterwards recoated. No. 6 tank completely sealed and recoated.
All the above tanks afterwards tested and made tight. Both peak tanks and P.S.O.

SUMMARY OF DAMAGE REPAIRS:—

| | Shell Plates. | Frames. | R. Frames. | Floors and Bracket Floors | Beams. | Inner Bottom Plates. | Dk. Plates. | Other Items:— |
|--------------------------------|---------------|---------|------------|---------------------------|--------|----------------------|-------------|---------------|
| Renewed | | | | | | | | |
| Removed and Faired or Repaired | | | | | | | | |
| Faired or Repaired in place | | | | | | | | |

PRESENT CONDITION OF THE parts now surveyed.

| Part | Condition | Notes |
|------------------------------------------------------------------------|-----------|------------------|
| Decks | Good | |
| Caulking of Decks | Good | |
| Coamings | Good | |
| Beams & Fastenings | Good | |
| Outside Plating | Good | |
| " " in way of sidelights | Good | |
| Breasthooks | Good | |
| Transoms | Good | |
| Frames | Good | |
| Reverse Frames | Good | |
| Longitudinals | Good | |
| Transverses | Good | |
| Floors | Good | |
| Keelsons | Good | |
| Stringers | Good | |
| Inner Bottom Plating | Good | |
| State if Tanks have been examined inside | Yes | |
| State if Tanks now tested | Good | |
| Bulkheads | Good | |
| Ceiling | Good | |
| Cement or Asphalt (State which.) | Good | |
| Rudder | Good | |
| Steering gear and its connections | Good | |
| Windlass | Good | |
| Have pumps now been examined and found efficient? | Yes | |
| Have Sluice Valves now been examined and found efficient? | Yes | |
| Have Watertight Doors now been examined and found efficient? | Yes | |
| Have Ventilators and their Coamings been examined and found efficient? | Yes | |
| Air and Sounding Pipes | Good | |
| Dblg. Plates under Sounding Pipes | Good | |
| Engine Room Skylights | Good | |
| Seal Bunkers, Open'gs, Lids, &c. | Good | |
| Scuppers | Good | |
| Cargo Hatchways | Good | |
| Hatches | Good | |
| Planking of Wood Vessels | Good | |
| Caulking | Good | |
| Treenails | Good | |
| Breasthooks & Stemson | Good | |
| Transoms Pointers, & Crutches | Good | |
| Timbers of Frame at openings | Good | |
| Ditto Ditto at other places | Good | |
| Stringers, Clamps & Shelves | Good | |
| Salting (State if examined.) | Good | |
| Copper, or Y.M. of Wood Vessels (State if on Felt.) When put on, Month | Good | |
| Boats | Good | |
| Masts, Yards , &c. | Good | |
| Condition, how ascertained (State if wedges removed) | Good | |
| Sails | Good | |
| Equipment letter | Good | |
| Anchors, No. of | 3 B | |
| Chain Locker | Good | |
| Cables (State if now ranged) | Good | |
| " length (on board) | 300 | mean diam 2 9/32 |
| " Rule length | 300 | size 2 7/16 |
| Hawser & Warps | Good | |
| Standing and Running Rigging | Good | |

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, 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24.

This vessel, so far as now seen, is in efficient condition and is eligible, in my opinion, to remain as classed with fresh record of Survey, Bom. 12.40 and notation of S.S. No. 2 - 40, subject to fore-castle deck being dealt with at the first opportunity.

| | | |
|-----------------------------------------------------|---------|-----------------------------|
| Survey Fee (per section 29) | £ 576/- | Fees applied for, 27.1.1941 |
| Special Damage or Repair Fee (if any) (per Sec. 29) | £ 135/- | Received by me, 19 |
| Travelling Expenses (if chargeable) | £ 200/- | |
| Second Surveyor's Fee (if any) | £ 100/- | |
| | £ 50/- | |

Committee's Minute
Character Assigned

FRI, 23 MAY 1941

10001 Subject
Shelter deck with field
S.S. No. 2-40 + dmb. 4.39

H. Southwell
Surveyor to Lloyd's Register of Shipping.

John Rundle 2021

Lloyd's Register
LONDON

16 MAY 1941

also H. Southwell

Is Certificate required? If so, to be sent to

Ss Nardana.

the chain locker cleaned, examined and recoated and the peak tanks afterwards tested and made tight.

All ceiling lifted.

Decks, masts rigging, hatches, coamings, ventilators and covers, air and sounding pipes, water tight doors, windlass and steering gear, pumps and general equipment opened up and examined throughout. Anchors and cables ranged. Freeboard verified. Loadline Renewal Survey carried out. The certificates expire in March 1941.] ^{Wbd}

The indented bottom plating in way of No. 8 tank examined internally and externally and found in efficient condition. The indented plating on the port and starbd. side examined and found in efficient condition. It is unlikely that permanent repairs to this indented plating will ever be carried out by the Owners. The vessel's sea worthiness is in no way affected.

The forecastle deck plating was specially examined some 14 days before the Secretary's letter of October 11th 1940 regarding this vessel reached this office. At that time it was decided that in view of the present emergency and the pressure of work, no repairs to this deck need be undertaken. The deck was again inspected on receipt of the letter already referred to, when the Owners Superintendent and I agreed that further examination and repairs could safely be deferred until more favourable conditions obtained. The "Durastic" composition is sound and there is no evidence of leakage or further deterioration.

Repairs:- The weather deck was examined and largely drill-tested and 34 plates were renewed as follows:-

6 on the port side of Nos. 1 & 2 hatches, 6 between the hatches and 1 on the starbd. side. 1 adjacent plate locally doubled and a doubling fitted abaft No. 2 hatch.

2 plates renewed each side abreast the donkey boiler casing and 2 adjacent plates doubled on the port side and 1 on the starbd. side. 3 plates on the fore side of No. 4 hatch renewed and extended into the engineers accommodation and doubling fitted forward of these new plates. 1 plate renewed on the port side of No. 4 hatch and 3 plates doubled between 4 & 5 hatches. 1 plate renewed on the starbd. side of No. 5 hatch. All 3 plates renewed between 5 & 6 hatches and 6 plates in way renewed on the port side and 5 renewed on the starbd. side.

The hatch coaming bulb angle stiffeners renewed as follows:-

Nos. 1 & 2 - starbd. side.

No. 4 - After end.

Nos. 5 & 6 - port side.



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Lloyd's Register
Foundation

29.0

Port of Bombay

Continuation of Report No. 6411 dated 27 . 1 . 1941 on the

s/s Nardana

The hatch coaming foundation angles were largely renewed in way of all new plating and the winch foundation angles renewed as found necessary. The crews latrines in the after end of the poop space removed for access. Two shell plates in the counter and 10 B.A. frames renewed. Screen bulkhead plating largely renewed. The fidley casing top plating, the donkey boiler casing top plating and all the engine room skylight storm covers entirely renewed, complete with gratings and their coamings. The after end plating and stiffeners on the fidley casing completely renewed.

7 plates renewed in the ford. cross bunker after bulkhead. 7 reverse bars on the bulkhead stiffeners and 3 bottom brackets renewed.

The damaged forecastle port side plating (old damage) now made good:-

Aftermost forecastle sheer strake plate and the plate below including the fashion plate renewed. The wing plate in the forecastle bulkhead and the boundary angle in way renewed. The main mast completely renewed except for the tables, and the foremast removed to the workshop and two plates renewed and extended to good material. Both ash chute pipes doubled at the bottom.

No. 3 hold (no bilge)

5 margin brackets on the port side renewed. 8 on the port side and 12 on the starbd. side cropped where locally reduced and partly renewed.

No. 3 Tank

After end doubled from side to side. Aftermost floor renewed from side to side. Second floor cropped and partly renewed each side. Third floor cropped and partly renewed in on bay on the port side. Two intercostals renewed each side. Tank top, port and starbd., cropped for access and afterwards fitted with riveted patches (in cross bunker).

No. 6 ballast tank.

7 intercostals on the port side and 9 on the starbd. side now cropped and part renewed. One floor cropped and partly renewed on the port side. 5 floors on the port side and 5 on the starbd. side locally doubled. All these repairs are in way of the additional stiffening fitted under the Baur-Wacht machinery. No. 6 tank top in No. 4 hold cropped port and starbd. for access to these repairs and fitted with riveted patches on completion. Permanent repairs carried out on the port side of the E.R. (No. 5) tank at the 3rd intercostal.

of Nardana.

All repairs tested by flooding or hosing on completion and made tight. Windlass and steering gear generally overhauled and adjusted and minor repairs effected.

Chain locker

Both side frame bottom brackets and all 4 stiffener bottom brackets renewed on each side.

Centre division plate part renewed. Spurling pipes repaired. Chain locker bulkhead drill tested and found in efficient condition. Hand pump suction pipe renewed.

Air and sounding pipes renewed as necessary throughout vessel.

Side lights overhauled and other minor repairs effected.

As stated above, the Loadline renewal Survey was carried out, but as the present certificate is valid until March 31st by which time the vessel will be back in H. K. no endorsement was made. It is submitted that the new certificates may be issued to the Owners.

H. Louthwell

7 John Rundle.