

D/S ~~775~~ 575

BAHR NAGASH

COPY OF LLOYD'S SURVEY

No. 1 at MASSAWA.

Ref: LS8.

X This is to certify that I, Captain Frank S. Barron, Master Mariner, Certificate No. H.K. 4736, at the request of the Master of the Cargo Vessel 'Bahr Nagash' of 379 Gross Tons and Messrs. Gellatly, Hankey & Co. (Sudan) Ltd., Lloyd's Sub-Agent at Massawa, proceeded on board the said vessel on the 2nd January 1948 to examine and report on the defects sustained in the various parts of the said vessel during her voyage out from the United Kingdom.

The following damage has been sustained by the 'Bahr Nagash' owing to encountering bad weather during the voyage outwards and also due to the heavy pounding in the sea way, and to the working of the vessel.

DAMAGE AND REPAIRS

SOUNDING PIPES. Two sounding pipes leading from the upper deck through No. 1 Hold in the fore end, to the deep ballast Tanks have become loose on top of the floors, the welding having broken away both Port and Starboard sides, this has caused water to come up into the hold. It is recommended that these two pipes be rewelded down to the floors with a good weld.

FORE AND AFT CENTRE GIRDERS. On the top of the Girder there are two small angle irons which help to hold the Girder to the Bulkhead in way of No. 48 Frame, owing to the heavy pounding the vessel has received these have become loose. Also on the Port and Starboard sides the welding has broken a drift from the bulkhead.

I recommend that these two small angles be re-riveted to the bulkhead and that the sides be cleaned of the old weld, so that a new weld can be made.

PORT GIRDER. The welding at the top port corner has become loose and broken away from No. 48 Frame owing to the heavy pounding and working of the vessel.

This I recommended to be cleaned out and a new weld made.

STARBOARD GIRDER. This is similar to the port girder only the fracture in on the top Starboard side. I recommend that the old weld be cleaned out and a new weld be made.

BULKHEAD IN WAY OF NO. 48 FRAME. This has fractured in four different places where the members of the fore and aft girders come up against the bulkhead, the fractures are in a horizontal line and vary in length from 6" to 1'0" this also is due to the heavy working of the vessel in a seaway.

I recommend that a butt strap be riveted between each of the vertical stiffeners, the depth of the butt to be not less than 1'0".

WHEEL HOUSE BULKHEAD The angle bar has sprung away from the bulkhead and that the welding has broken in the corner on the Port side at the bottom owing to the heavy working of the vessel.

I recommend that the old welding be cleaned out and rewelded also should any rivets be found loose they should be reriveted.

Sgd. F. S. BARRON

Master Mariner,

Acting Surveyor to Lloyd's Register.

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