

## STEEL STEAMER OR MOTORSHIP.

Received at London Office

State if Report has been sent on the Freeboard of the Vessel **YES**State if Report is sent on the Machinery of the Vessel **YES**Date of completion of report **13<sup>TH</sup> DECEMBER 1947**Port of **GLASSGOW**No. **72361**Survey held at **GRANGEMOUTH**Date First Survey **22<sup>ND</sup> APRIL 1947**Last Survey **11<sup>TH</sup> NOVEMBER 1947**

(State if Machinery fitted Aft and if Single, Twin or Triple Screw)

TWIN SCREW MOTORSHIP "BAHR NAGASH" (EX-LET. N°796) MACHINERY AFT.

Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

SPECIAL TYPE (CONVERTED TANK LANDING CRAFT)

State Type of Erections POOP &amp; FORECASTLE.

Freeboard under Deck ...

**269.76**

Space or spaces in Tonnage Dk. Upper Dk.

**269.76**

Tonnage

**397.31**

Tonnage

**227.96**

REGISTERED DIMENSIONS.

FEET

**180.0****38.1****5.5**

CLASS

**"A - FOR SPECIAL SERVICE"**

State if with freeboard as condition of Class

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

**L 170.0**

Breadth (greatest moulded)

**B 38.0**

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

**D 7.5**

1st Longitudinal Number (L x D) (170.0 x 7.5) =

**1275**

2nd Numeral L x (B + D) 170.0 x (38.0 + 7.5) =

**7735**

Framing Depth "d," at middle of length. See Sec. 3 (1d)

**6.71**

Proportions—Depth to Length—Uppermost continuous deck to top of keel

**22.67**

Do. Long Bridge to top of keel

**5.0**

Draught Moulded

**5.0**

Built at

**NOT KNOWN**

Launched

**NOT KNOWN**Yard No. **NOT KNOWN**

Builders

**NOT KNOWN**

Owners

**SABEAN UTILITY CORPORATION, LTD.**

Managers

**J. C. CAMPBELL, LTD.**

(Where necessary to be entered in Reg. Book)

**CLARENDON HOUSE,****11/12 CLIFFORD ST., NEW BOND ST.,****LONDON W.1.**

Residence

Port of Registry

**ADDIS ABABA**

If surveyed while building, afloat, or in dry dock

**AFLOAT AND IN DRY DOCK**

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
MES, Spacing amidships.....	<b>24</b> ✓		Bracket Floors, Frame.....		
"    from $\frac{1}{2}$ length amidships to Collision bulkhead.....	<b>24</b> ✓		"    Reversed Frame.....		
"    in peaks.....	<b>24</b> ✓		"    Vertical Struts.....		
FRAMING.			Centre Girder, depth and thickness amidships.....	<b>24 x 18</b> ✓	
Frame Amidships, Angle, <b>E or F</b> PLATE <b>9 1/2 x 18</b>			"    top Angles.....	<b>2 1/2 2 1/2 25 SINGLE</b> ✓	
"    Extends up to.....	<b>UPPER DECK.</b>		"    bottom Angles.....	<b>2 1/2 2 1/2 25 SINGLE</b> ✓	
Reversed Frame Amidships, Angle.....	<b>25</b>		Side Girders, No. each side and thickness.....	<b>ONE, 18 CONTINUOUS.</b>	
"    Extends up to.....	<b>—</b>		Margin Plate depth (each of flange) and thickness.....		
Depth of Framing Girder.....	<b>9 1/2</b> ✓		"    Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem.....		
Spaces in Uppermost Continuous 'tween Decks, Angle, <b>E or F</b> .....			"    Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area.....		
"    Second 'tween Decks, Angle, <b>E or F</b> .....			"    Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem.....		
"    Third.....			"    Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area.....		
from $\frac{1}{2}$ len. for'd. to 15% len. from Stem.....	<b>9 1/2 x 18</b> ✓		Tank Side Brackets, height above base line at toe of Frame and thickness.....		
in Peaks, Angle <b>E or F</b> <b>FORE PEAK STERN SPACE</b> .....	<b>5 3 32</b> ✓		INNER BOTTOM PLATING <b>[BND. TO LONG BND.]</b>		
meter and Spacing of Rivets through Frame and Shell Plating amidships.....	<b>5/8 RIVS SPACED 5 APART.</b> Rule 47 ✓		Breadth and thickness of Middle Line Strake.....	<b>5 1/2 x 25</b>	
Is Frame Joggled.....	<b>No.</b> ✓		Thickness of remainder in Holds.....	<b>25</b> ✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?.....	<b>ADDITIONAL DECK FITTED.</b> ✓		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & D. space and framing in Bunkers and Boiler Room?.....	<b>SCANTLINGS OF E &amp; D FLOORS &amp; ARE ADEQUATE.</b>	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?.....	<b>NO ADDITIONAL STIFFENING FITTED.</b> ✓		BEAMS.		
DOUBLE BOTTOM. <b>[IN WINGS. FROM LONG BND. TO SHELL]</b>			Uppermost Continuous Deck, amidships in Well, Angle, <b>E or F</b> PLATE.....	<b>9 1/2 x 18</b> <b>[IN WAY OF WING COMPARTMENTS]</b>	
"    Frames, Depth and thickness at mid line in Hold.....	<b>9 1/2 x 18</b> ✓		"    "    in way of Bridge, Angle, <b>E or F</b> .....	<b>[AS APPROVED BETWEEN LONG BND.]</b>	
"    Height of Brackets at side above base line at toe of frame.....	<b>NO BRACKETS.</b> ✓		"    Spacing.....	<b>EVERY FRAME.</b>	
"    Line Keelson, on Floors, Angles, <b>E or F</b> .....			Second Deck, amidships, Angle, <b>E or F</b> .....		
"    "    Through Plate or Inter-costal Plate.....			Spacing.....		
"    Foundation Plate on Floors.....			Third Deck, amidships, Angle, <b>E or F</b> .....		
"    "    Flat Plate Keel Angles.....			Spacing.....		
"    Keelsons, No. each side.....			Fourth Deck, amidships, Angle, <b>E or F</b> .....		
"    "    thickness of Inter-costal Plate.....			Spacing.....		
"    "    Angles.....			Poop Deck, Angle, <b>E or F</b> .....	<b>5 3 30</b> ✓	
"    " <b>[EXTENDS FROM LONG BND. TO LONG BND.]</b>			Spacing.....	<b>EVERY FRAME.</b>	
DOUBLE BOTTOM. <b>[BND. TO LONG BND.]</b>			Bridge Deck, Angle, <b>E or F</b> .....		
Solid Floors, thickness and spacing.....	<b>18 ON EVERY FRAME.</b> ✓		Spacing.....		
"    "    Are Frame and Reversed Frame joggled?.....	<b>No.</b> ✓		Forecastle Deck, Angle, <b>E or F</b> .....	<b>5 3 32 AT CENTRE. 5 3 40 IN WINGS.</b>	
"    "    Bracket Floors, breadth and thickness at middle line.....			Spacing.....	<b>EVERY FRAME.</b>	
"    "    "    breadth and thickness at margin plate.....					



	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows .....	THREE ✓			
" Between Decks, Size and Spacing .....	UNDECK SURFACES BY CHANNEL			
" .....	PILLARS ON CEILING AS PER APPROVED			
" in Holds .....	PLAN AND TWO LONGER BIDS ONE			
" " " "	PORT AND ONE STABBOARD ✓			
LONGITUDINAL Centre-Line Bulkheads Stiffeners and Spacing .....	3 1/2 x 18 PLATING ON EVERY FRAME.			
Plating, thickness of .....	.18 ✓			
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Well	72 1/2 x .25 ✓			
" " " " in way of Bridge	-			
" Angle in Wells .....	2 1/2 2 1/2 .25 ✓			
Thickness of Plating abreast Deck openings in way of Wells .....	.32 ✓			
Thickness of Plating abreast Deck openings in way of Bridge .....	T.O.S.S			
Thickness of Plating within line of openings ...	.32 ✓			
If Sheathed, material and thickness .....	UNSHEATHED!			
Second Deck.				
Stringer Plate, breadth and thickness in Wells	-			
Stringer Plate, breadth and thickness in way of Bridge	-			
Thickness of Plating abreast Deck openings in way of Wells	-			
Thickness of Plating within line of openings	-			
If Sheathed, material and thickness	-			
Third Deck.				
Stringer Plate, breadth and thickness	-			
If Plated, state thickness	-			
Fourth Deck.				
Stringer Plate, breadth and thickness	-			
If Plated, state thickness	-			
Poop Deck.				
Stringer Plate, breadth and thickness	.25 ✓			
Plating, Sheathing, material and thickness	.25 UNSHEATHED.			
Bridge Deck.				
Stringer Plate, breadth and thickness	.08			
Plating, Sheathing, material and thickness	.12			
Forecastle Deck.				
Stringer Plate, breadth and thickness	21 x .20 ✓			
Plating, Sheathing, material and thickness	.20 AND AS APPROVED. ✓ UNSHEATHED			

SCANTLINGS.				AS IN VESSEL.		ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.		UPPER EDGES. State if jogged? <b>YES.</b>		RIVETING.			
STRAKES.	AMIDSHIPS.		FORWARD.		AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED LAPPED.
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.	Inches. Diam.	Spacing cr. to cr. Inches.		Inches. Diam.	Spacing cr. to cr. Inches.				
Flat Plate Keel.....	52	.25	.25	.25			SINGLE	5/8	3	3	5/8	2 7/8	LAPPED
Bottom Plating, No. of Strakes.....	-	.25	.25	.25			SINGLE	5/8	3	3	5/8	3	LAPPED
Bilge Plating, No. of Strakes.....	3 1/2 x 3 1/2 x 38						-	-	-	-	-	-	
Side Plating, No. of Strakes.....	.25	.25	.25				-	-	-	2	5/8	3	LAPPED
Upper Deck, Sheer strake in Wells.....													
Upper Deck, Sheer strake in Bridge.....													
Strake below Sheer strake in Wells.....													
Strake below Sheer strake in Bridge.....													
Poop Side Plating.....			.25				SINGLE	5/8	3	2	5/8	3	LAPPED
Bridge Side Plating.....													
Forecastle Side Plating.....			.25				SINGLE	5/8	3	2	5/8	3	LAPPED

Total No. of W.T. BULKHEADS in Vessel—		5
Extending to Upper Deck (Sec. 3 c)		5
Deck next below—		
As per Rule	3	

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks						
32	32	Second				
32	32	Third				
32	32	Holds	FR 32 CENTRE WINGS	26 1/4" 5 1/2" x 30" O.A. 28 1/2" 16" 5 1/2" x 25" PLATE BUTT 2' x 25"		-
COLLISION (in Hold)		FR 4	32	4" x 3" x 28" O.A.	24	TanuTOP ABOVE
AFTER PEAK [at END OF C.R.]		FR 75	25	2 1/2" x 2 1/2" x 25"	24	-

KDEL, But	Casting or Forging.	Selling.	Maker's Name.	Any De- from Ap- Plans to
STEM		BOW DOOR PERMANENTLY SE TO FORM STEM.		
STERN FRAME	{ Propeller Post ..... { Rudder .....	- - - - - -	10 K.	
Speed of Vessel				
RUDDER—Type		TWIN RUDDERS OF SHAPE TYP		
A x D.	[3-10x-625]	5'1"		
Diam. of head		3"		
Mainpiece at top pintle		4" DIA.		
heel		4" DIA.		
how constructed		WELDED PLATES.		
double or single plate		SINGLE PLATE .50" THICK		
coupling, vertical or		HORIZONTAL		
horizontal				

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Precise details not known, this vessel was built to the requirements of the British Admiralty and it is understood that the steel used in the construction of the vessel was tested in accordance with Admiralty requirements.

Has the Steel been tested as required by the Rules?

EQUIPMENT No.										LETTER		ANCHORS.								
Number of Certificate.	Anchors.			RIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 53.		Description of Anchor.		Makers.	Where and when tested, and Superintendent.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.								
46423	1st Bower	12	1	0	STOCKLESS.			14	1	3	14			Biers	W. F. STAPCO.	SUNDERLAND.	13.9.44.			
46430	2nd "	12	0	17	STOCKLESS.			14	1	3	14			IMPROVED TYPE.	W. F. STAPCO.	SUNDERLAND.	14.9.44.			
	3rd "													IMPROVED TYPE.	NOT STATED.	SUNDERLAND.	14.9.44.			
	Collective weight																			
22878	Stream	10	1	14				12	6	2	7			ADHESALTY TYPE.	NOT STATED.	CARLISLE.	6.1.47.	S. BOLTON.		
22878		10	1	14				12	6	2	7			ADHESALTY TYPE.	NOT STATED.	CARLISLE.	6.1.47.	S. BOLTON.		
CHAIN CABLES.																				
	Length and size	Test per																		
				HAWSEYS AND WARPS.																

[illegible]

Steering Gear, Type (Power or hand) RIGHT & LEFT HAND HORIZONTAL SCREW GEAR / Alternative Means of Steering HAND TALKER ON RUDDER HEAD.

Steering Chains (Size and Test) - Windlass HAND OPERATED.  
(SEE NOTE ABOVE) Boats 2 WOODEN LIFEBOATS.

Ceiling in Holds, thickness and material NONE FITTED. / Cargo Battens, thickness, material and spacing NONE FITTED. ✓

Cargo Hatchways.—(Upper Deck) CONSTRUCTED OF STEEL PLATES & ANGLES. / Thickness of Hatches 2 1/2" WOOD. ✓

Size of Hatchways No. 1 (Fwd.) 26'-0" x 9'-6" No. 2 22'-0" x 9'-6" No. 3 - No. 4 - No. 5 - No. 6 -

(PORT & STARBOARD)

Number of Shifting Beams } 5 / 4 /  
and/or Fore and Afters }

Builder's Signature \_\_\_\_\_

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. No / The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

THIS VESSEL HAS BEEN SURVEYED AS REQUIRED BY THE SOCIETY'S RULES & REGULATIONS FOR VESSELS NOT SURVEYED WHILE UNDER CONSTRUCTION. (SEE REPORT 8 ATTACHED)

THE SCANTLINGS AND ARRANGEMENTS ARE IN ACCORDANCE WITH THE ACCOMPANYING PLANS.

THE MATERIALS AND WORKMANSHIP, AS FAR AS CAN BE ASCERTAINED, APPEAR TO BE GOOD.

ALL DOUBLE BOTTOM TANKS, OIL FUEL BUNKERS, COFFERDAM, FORE PEAK TANK AND FRESH WATER TANK, STARBOARD SIDE FORWARD WERE TESTED UNDER PRESSURE AND FOUND TIGHT AND SATISFACTORY.

WEATHER DECKS AND WATERTIGHT BULKHEADS WERE HOSE TESTED AND FOUND TIGHT AND SATISFACTORY.

OIL FUEL IS CARRIED IN DOUBLE BOTTOM TANKS AT THE AFTER END OF THE PASSENGER ACCOMMODATION, F.P. OF OIL ABOVE 150°F. SECTION 20 OF THE RULES COMPLIED WITH WHERE APPLICABLE.

STEERING GEAR TRIED UNDER WORKING CONDITIONS AND FOUND SATISFACTORY.

FREEBOARDS VERIFIED AND MARKS CUT IN.

The amount of Entry Fee..... £ : : } Fees applied for, 19  
 Special Survey Fee..... £ : 8 : } Sec Report  
 Travelling Expenses, if any ..... £ : : } For Fees. Received by me, 19  
 I am of opinion the Vessel should be Classed **A- WITH FREEDOM**  
 CORRESPONDING TO A SUMMER MOULDED DEPT OF 5'-0" FOR SERVICE IN THE  
 RED SEA AND COASTING SERVICE WITHIN LIMITS TO BE DEFINED.  
 SEE ALSO ATTACHED REPORT 8. Signature *James H. Winters*  
 Surveyor to Lloyd's Register of Shipping.  
 Certificate to be sent to *Glasgow* Date of issue *25/2/18*  
 Committee's Minute **GLASGOW** *16 DEC 1947*  
 Character assigned *See Report 8*



GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

THE FOLLOWING PLANS ARE APPLICABLE TO THIS VESSEL AND ARE FORWARDED HERewith:

OUTLINE PROFILE & DECK PLAN AS MODIFIED.

GENERAL STEELWORK PLAN.

OIL FUEL BUNKERS.

PUMPING ARRANGEMENTS.

THIS VESSEL IS ONE OF MANY BUILT AS A TANK LANDING CRAFT TO THE REQUIREMENTS OF THE BRITISH ADMIRALTY DURING THE PERIOD OF HOSTILITIES. IT HAS NOT BEEN POSSIBLE TO TRACE THE BUILDERS; THE YARD IN WHICH IT WAS BUILT OR THE PRECISE DATE OF BUILD, BUT IT WAS PREVIOUSLY KNOWN AS "L.C.T. NO 796". IT DOES NOT APPEAR IN THE REGISTER BOOK.

THE OWNERS WERE DESIROUS OF OBTAINING A DRAFT OF 5'0" AND HAVE THEREFORE EXTENDED THE HATCH SIDE GIRDERS TO FORM A CONTINUOUS GIRDER AS RECOMMENDED IN LONDON LETTER 'M' DATED 1-4-47.

THE PORTABLE DECK PLATES OVER THE MACHINERY SPACE HAVE BEEN RIVETED IN PLACE. THE SKYLIGHTS ARE AS DESCRIBED IN THE FREEBOARD REPORT SUBMITTED IN RESPECT OF THIS VESSEL (GLASGOW REPORT NO 72234). AUXILIARY STEERING GEAR HAS BEEN FITTED.

THE FOLLOWING LETTERS ARE APPLICABLE TO THIS CASE:— LONDON LETTERS 'M' DATED 1-4-47; 'M' DATED 17-4-47 & 'M' DATED 30-5-47.

PARTICULARS OF ELECTRIC WELDING (if employed) EMPLOYED ON MINOR DETAILS ONLY.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. WITH FREEBOARD CORRESPONDING TO A SUMMER MOULDED DRAFT OF 5'0" FOR SERVICE IN THE RED SEA AND COASTING SERVICE WITHIN LIMITS TO BE DEFINED.

MACHINERY AFT. OIL ENGINE: CARGO BATTENS NOT FITTED.

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

1st Bower 7-2-25. → F.W.D. → 1055 (SUNDERLAND) → 13-9-44.  
2nd " 7-3-7. → F.W.D. → 1054 (SUNDERLAND) → 14-9-44.  
1st STREAM 10-1-14. → S.B. → 6179 (CARDIFF) → 6-1-47.  
2nd " 10-1-14. → S.B. → 6181 (CARDIFF) → 6-1-47.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 47.5 ft., R.Q.D. — ft., Bridge — ft., Forecastle 12.5 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated. Official No. Signal Letters Extreme Breadth over Belting 38' 8 1/4" Over-all Length 187' 3" (Circ. 1703)

No. and Material of Decks ONE STEEL. BOTTOM SHELL CEMENT WASHED IN WAY OF DOUBLE BOTTOM WA

Parts of Bottom of Vessel coated with cement or approved composition. BALLAST TANKS AND COATED WITH RED OXIDE IN WING COMPARTMENTS & ENGINE ROOM; LEFT BARE IN WAY OF OIL BUNKERS

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST: (Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft.			Fore peak tank,		
Double bottom, under Engines and Boilers.			After peak tank,		
Double bottom, if under Engines only.			Deep tank, aft.		
Double bottom, if under Boilers only.			Deep tank, forward.		
Double bottom, forward.			Other tanks, if fitted.		
(EXTENSION FROM LONG ONE TO LONG TWO)			(If necessary furnish further information by sketch.)		
Total length (if continuous) and Capacity	110.0	163.0			

Order for Special Survey No.

Date

Dates of Surveys held while building



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