

THIS VESSEL DOES NOT APPEAR IN THE REGISTER BOOK.
SEE ALSO ACCOMPANYING FIRST ENTRY REPORT.

17 DEC 1947

Rpt. 2.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 13th Dec. 1947 When handed in at Local Office 15. 12. 1947 Port of GLASGOW.
No. in Survey held at GRANGEMOUTH. Date, First Survey 22nd April 1947 Last Survey 11th November, 1947.
Reg. Book. Not in Register on the Wood-Iron or Steel TWIN SCREW "BAHR NAGASH" (EX. L.C.T. NO. 796)
TONNAGE: - Built at NOT KNOWN By whom NOT KNOWN.
GROSS 397.31 Owners. SABEAN UTILITY CORPORATION LTD. Owners' Address CLARENDON HOUSE, 1/12 CLIFFORD STREET, NEW BOND STREET, LONDON W.1
UNDER DECK 269.76 Managers J.C. CAMPBELL ESQ. Port belonging to ADDIS ABABA
NET 227.96 Name of Dock YARD DOCK, GRANGEMOUTH
Surveyed Afloat or in Dry Dock? BOTH. Name of Dock YARD DOCK, GRANGEMOUTH
Cell/Dry Dock feet; uE & B. feet; f. feet
total capacity tons. FPT tons; APT tons; MT tons. feet tons.
Only alterations in the existing records of tanks should be inserted.
N.B. All alterations in the existing records should be underlined.

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey 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. YES.

NOT REQUIRED.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE: ALTERATIONS AND CLASSIFICATION SURVEY:

Understood to have been sustained whilst the vessel was engaged on Admiralty Service during the period of hostilities.

On examination of vessel in dry dock, found bottom shell buckled and side shell set in locally; floors and framing in way of buckled and set in plating were also found to be buckled.

PERMANENT REPAIRS NOW EFFECTED:

Shell Plating. (All plates numbered from forward).

Keel. Plates Nos. 1, 2 and 4 renewed.

" Plates No. 5, 6, 7 and 8 removed, faired and refitted.

" Skeg, aft, cropped and part renewed.

/CONT'D OVERLEAF.

SUMMARY OF DAMAGE REPAIRS:	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items
Renewed	7 and 23 cropped and part renewed	3 cropped and part renewed	-	16	2 cropped and part renewed	-	1 cropped and part renewed	-
Removed and Faired or Repaired	14	-	-	14	2	-	-	-
Faired or Repaired in place	12	-	-	23	-	-	-	-

PRESENT CONDITION OF THE
Decks Good
Caulking of Decks Do.
Coamings Do.
Beams & Fastenings Do.
Outside Plating Do.
" " in way of sidelights Do.
Frames Do.
Reverse Frames Do.
Longitudinals Do.
Transverse Do.
Floors Do.
Keelsons Do.
Stringers Do.
Inner Bottom Plating do.
Have the Tanks been examined internally? Yes
Have the Tanks been tested? Yes

Bulkheads Good
Ceiling None
Cement or Asphalt Good
Rudder Good
Steering gear and its connections Good
Windlass -
Have pumps been examined and found efficient? Yes
Have Sluice Valves been examined and found efficient? None
Have Watertight Doors been examined and found efficient? Yes
Have Ventilators and their Coamings been examined and found efficient? Good
Air and Sounding Pipes Good
Doubling Plates under Sounding Pipes Good

Engine Room Skylights Good
Coal Bunkers, Openings, Covers, &c. Good
Oil Bunkers Good
Seuppers Good
Cargo Hatchways Good.
Hatches Good.
Planking
Caulking
Treenails
Breasthooks & Stemson
Transoms, Pointers & Clutches
Timbers of Frame at openings
" " at other places
Stringers, Clamps & Shelves
Salting (State if examined.)

Copper, or Y.M. (State if on Y.M.)
When fitted, Month Year
Boats Good
Masts, Yards, &c. Good (Whilst under construction)
Condition, how ascertained (State if wedges removed.) None
Equipment letter
Anchors, No. of
Cables (State if now ranged)
" length mean diamr. (on board.)
" Rule length size
Chain Locker
Hawsers & Warps Good
Standing and Running Rigging Good
Sails

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether 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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

All the requirements of the Classification Survey having been complied with, it is submitted this vessel is eligible to be classed in the Register Book "A - 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: "with notation of "Classed 11,47" and the record "S.S.Gmh. 11,47 (Dr.)", when the vessel has been submitted for survey by the Society's Surveyor on arrival in the Red Sea Area and a satisfactory report received from him that the vessel has not been unduly strained as the result of the voyage from the United Kingdom to the Red Sea.

CLASSIFICATION & ALTERATIONS

Survey Fee (per Section 29)	£ 90	: -	: -	Fees applied for, 16 DEC 1947
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 31	: 10	: -	Received by me, 19
Travelling Expenses (if chargeable)	£ 5	: 6	: 6	19
Freeboard Assignment	£ 6	: -	: -	

Surveyors to Lloyd's Register of Shipping.

GLASGOW 16 DEC 1947

Committee's Minute

Character Assigned

Lloyd's Register Foundation

Starboard Side:

"A" strake, Plate No. 6 faired in place.

"B" " " No.2 removed, faired and refitted.

"C" " " No. 3 faired in place.

"D" " " No. 1 faired in place.

"E" " " No. 6 cropped and part renewed.

"A" strake. Plates Nos. 2,3 and 5, removed, faired and refitted.

"B" " Plate No. 1 renewed.

"B" " Plate No. 2, removed, faired and refitted.

"B" " Plates Nos. 5, 8 and 9 faired in place.

"G" " Plate "o. 3 faired in place.

"C" " Plate No. 7 renewed.

"D" " Plate No. 1 failed in place.

"E" " Plate No. 1, removed, faired and refitted.

ANCHORS.

When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]

All riveting on the bottom shell tested and numerous rivets renewed.

Rivets through shell flange of upper deck stringer angle in way of ramp, port and starboard, tested and renewed where found defective.

FLOORS/.

Cont'd on page 3.

FLOORS;. (All floors numbered from forward).

" Nos. 2,3,4,9,10,11,12, and 13 " " removed, faired and refitted.

" Nos. 7, 11, 13, 15, 25, 26, 27, 30, 36, 47, and 54 starboard side, faired in place.

" Nos. 1,5,6,7,9,10,11,12 and 16, port side, renewed.

" Nos. 2, 3, 4, 11, 12, and 13, port side, removed, faired and refitted.

" Nos: 1, 13, 14, 15, 26, 27, 28, 44, 57, 58, 59 and 60, port side, faired in place.

Side frames Nos. 21, 22 and 23, port side, cropped and part renewed.

Web frame No. 28, port side, faired in place.

Beams Nos. 25 and 26, port side, removed, faired and refitted.

Beams Nos. 27 and 28, port side cropped and part renewed.

Stringer plate, port side forward, cropped and part renewed.

Stringer angle in way of above, cropped and part renewed.

On completion of the foregoing repairs the double bottom tanks in way of the disturbed shell plating were examined under pressure and found tight and satisfactory. The disturbed side shell and deck plating were hose tested and found tight and satisfactory.

The vessel has been altered from her original design to suit the requirements of the new Owners; structurally, these alterations are in accordance with the plans submitted by the Repairers for approval, and consist of the tank top in way of the hold well being lowered to a height of 2'-0" above the bottom shell; the upper deck being plated over from side to side; a fore peak tank being fitted; the hold being divided by a watertight transverse bulkhead on frame No. 32. Oil fuel bunkers being fitted in the double bottom tank forward of the engine room, a cofferdam separating the bunker from the water ballast tanks; passenger accommodation being fitted between engine room and cargo holds; cargo hatches and masts being fitted on the upper deck and pumping arrangements being fitted in accordance with the approved plan.

The foregoing alterations have been efficiently carried out, the materials and workmanship are good and the relevant requirements of the Rules have been complied with.

NOW DONE: Vessel placed in dry dock, bottom shell and rudders, cleaned, examined, found satisfactory and recoated. (Spade type rudders) The holds, peaks, poop and forecastle tween decks, wing compartments, passenger accommodation and machinery space, cleared. All casings of soil, scupper, air and sounding pipes removed. @ 2021

Cont'd on page 4.

"BAHR N AGASH".CLASSIFICATION:NOW DONE: (CONT'D)

Steel work exposed, including plating under sidelights.

All oxidation removed from the surface of the inside of shell plating, frames, floor plates, keelsons, beams, bulkheads, etc., steel work examined, found in good condition and coated.

A few rivets were removed from various parts and found satisfactory in quality, character of countersinking and workmanship. Shell plating drilled and gauged as required by Rule, for particulars of drillings see below. All the double bottom tanks, including oil fuel bunkers and cofferdam, the fore peak tank and the fresh water tank (wing compartment, starboard side forward) were tested by water pressure and subsequently examined internally, structure scaled and coated.

Decks drilled, gauged and found satisfactory.

Masts, spars, rigging and general equipment examined and found satisfactory; (the masts, spars and rigging are new). Hatch covers, tarpaulins, supports and fastenings examined in position at the hatchways and found satisfactory. Ventilator coamings and covers examined and found satisfactory. Steering gear (hand gear of horizontal screw type) and emergency steering arrangements, examined and found satisfactory.

All hand pumps, watertight door and air and sounding pipes examined and found in good condition.

Doublings found or fitted under all sounding pipes.

Freeboards verified.

NOTE:

The Owners are not desirous of having the figure "1", relating to the equipment assigned.

SHELL DRILLINGS (ALL THICKNESSES GIVEN IN DECIMALS OF AN INCH)STARBOARD SIDE:

STRAKE:	IN VICINITY OF FORE PEAK.		AMIDSHIPS.		IN VICINITY OF AFTER END.	
	ORIGINAL .	ACTUAL .	ORIGINAL	ACTUAL	ORIGINAL	ACTUAL
Keel	.25	.25	.25	.25	.25	.25
"A" strake.	.25	.25	.25	.25	.25	.25
"B" "	.25	.25	.25	.25	.25	.25
"C" "	.25	.25	.25	.25	.25	.25
"D" "(Side)"	.25	.25	.25	.25	.25	.25
Poop Side.	-	-	-	-	.25	.25
Forecastle Side.	.25	.25	-	-	-	-

The drillings on the port side are indential to those on the starboard side.

NOTE: Although no deflection was observed on the sea trials of this vessel, such as was noted in the case of the sister ship "ADULIS" (Glasgow Report No.72214 dated 18/10/47), it is nevertheless considered advisable, having regard to the conditions which the vessel is likely to encounter on the open sea voyage from the United Kingdom/.

Cont'd on page .5.

James W. Widders

Port of

GLASGOW.

Continuation of Report No. 72361

dated

13. 12. 47

on the

"BAHR N AGASH".

United Kingdom to the Red Sea area, to recommend that the vessel's class be withheld, pending a satisfactory report from the Society's Surveyor in the Red Sea area, who should be requested to survey the vessel on arrival there, for evidence of excessive straining.

The London Office have been advised accordingly.

James M. Sanders

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Foundation