

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

17 DEC 1947

No. 72361

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 Book 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. When 1942-43 (Approx.) CLARENDON HOUSE, 1/12 CLIFFORD STREET, NEW BOND STREET, LONDON W.1

GROSS 397.31 Owners. SABEAN UTILITY CORPORATION LTD. Owners' Address (If not already recorded in Appendix to Register Book) ADDIS ABABA

UNDER DEK 269.76 Managers J.C. CAMPBELL ESQ. Port belonging to Grangemouth to Falmouth then to Jibuti.

NET 227.96 Name of Dock YARD DOCK, GRANGEMOUTH

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER: Not in Register Book. Machinery and Boiler Surveys (Including date of N.B., if any)

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.

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.

Was a damage report made by anyone else? if so, by whom? NOT REQUIRED.

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.

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.

Frames Do.

Keelsons Do.

Stringers Do.

Inner Bottom Plating do.

Have the Tanks been examined internally? Yes

Have the Tanks been tested? Yes

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

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 5t-0".

CLASSIFICATION & ALTERATIONS

Survey Fee (per Section 29) £ 90 : - : - Fees applied for, 16 DEC 1947

Special Damage or Repair Fee (if any) £ 31 : 10 : - Received by me, 19

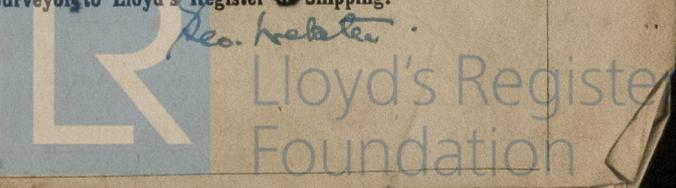
Travel Expenses (if chargeable) £ 5 : 6 : 6

FREEBOARD ASSIGNMENT. £ 6 : - : -

Committee's Minute. GLASGOW 16 DEC 1947

Character Assigned. Superior

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Shell Plating (Cont'd)

Starboard Side:

"A" strake, Plates Nos. 2,3, and 5, removed, faired and refitted.
 "A" strake, Plate No. 6 faired in place.
 "B" " " No. 1 renewed.
 "B" " " No.2 removed, faired and refitted.
 "B" " " Nos. 5, 8 and 9 faired in place.
 "C" " " No. 3 faired in place.
 "C" " " No. 7 renewed.
 "D" " " No. 1 faired in place.
 "E" " " No. 1 removed, faired and refitted.
 "E" " " No. 6 cropped and part renewed.

Port Side:

"A" strake, Plates Nos. 2,3 and 5, removed, faired and refitted.
 "A" " " No. 6 faired in place.
 "B" " Plate No. 1 renewed.
 "B" " Plate No. 2, removed, faired and refitted..
 "B" " Plates Nos. 5,8 and 9 faired in place.
 "C" " Plate No. 3 faired in place.
 "C" " Plate No. 7 renewed.
 "D" " Plate No. 1 faired in place.
 "E" " Plate No. 1, removed, faired and refitted.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.			
	1st Bower												
	2nd "												
	3rd "												
	Collective Weight												
	Stream.....												
	Kedge.....												

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cable.	When and where tested and Superintendent.	
	Length.	Diam.	Statu-ory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Cwts.	qrs.	lbs.	Cwts.						qrs.

"E" Strake, Plate No. 6, cropped and part renewed. Chine angle cropped and part renewed.
 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.

"BAHR NAGASH".

FLOORS: (All floors numbered from forward).

Floors Nos. 1,5,6,7,12,16, and 61, starboard side, renewed.
 " 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 FRAMING: (All frames numbered from forward)

Side frames Nos. 21,22 and 23, port side, cropped and part renewed.
 Web frame No. 28, port side, faired in place.

DECK BEAMS: (All beams numbered from forward).

Beams Nos. 25 and 26, port side, removed, faired and refitted.
 Beams Nos. 27 and 28, port side cropped and part renewed.

DECK PLATING:

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.

ALTERATIONS:

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.

CLASSIFICATION:

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.

Cont'd on page .4.

James M. Kinners

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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"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 identical 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. Sanders

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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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