

REPORT of SURVEY for REPAIRS, &c.

8103

No. 8103

Port of Glasgow

Received in London Office, MONDAY 29 AUGUST 1887

No. in Reg. Book. 226 on the Iron S.S. "Behera" Date, First Survey 1st July 23 Last Survey 1st August 1887

Master M^r Donald 85-87 (No. of Visits 23)

TONNAGE:— NET 1032 GROSS 1384 UNDER DK. 1366

Built at Newcastle By whom Marshall Bros. When 1864

Owners Maclay & M^r Sutherland Port belonging to Glasgow

Owners' Address 67 Hope Street, Glasgow

Surveyed Afloat in Dry Dock Name of Dock Henderson's Destined Voyage Genoa

Length of Poop 17 ft.: of Forecastle 17 ft.: of Raised Or. Deck 17 ft.: Moulded Depth 17 ft. ins.

Last Survey, No. 1331 Port Glasgow Clased S.S. Class 1st 3-79 Character in Register Book A.1.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part 1. 1st 2. & Repairs

This vessel has been placed in dry dock, bottom cleaned, examined and recoated. Three rivets in the back of Rudder renewed and a covering strap fitted each side of Rudder over both of Rudder plates. The lumber boards and ceiling fully equal to three strakes fore & aft on each side removed, cement floors &c examined after cleaning & scraping. Several rivets in lands and butt straps of outside plating renewed, where the Cement had been wanting and the heads of the rivets wasted, both in the fore and after holds; the cement in each of these holds being afterwards renewed & made good where wanting. Three reverse frames, on port side, in fore hold partly renewed & efficient-doublings fitted at butto; and one reverse doubled on starboard side. And two reverse frames partly doubled in after hold, on port side, where broken down by cargo & remains damaged. One lower deck beam in after hold, aft side of mast, cut & straightened, and three tie-plates taken off and also straightened, and all refitted as before. And

PRESENT CONDITION OF THE			
Decks	<u>good</u>	Blank (Bottom) & Counter	<u>good</u>
Waterways	"	Greenalls or Rivets	"
Comings	"	Breasthooks & Stemson	"
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the openings	"
Planksheers	"	Ditto ditto at other places	"
Sheerstrakes	<u>Plating</u>	Keelsons	"
Topsides	"	Clamps & Straps	"
Wales	"	Ceiling	<u>put on. good</u>
Engine Room Skylights	"	Rudder	"
Coal Bunker, Openings, Lids, &c.	<u>good</u>	Windlass & Capstan	"
Scuppers	<u>good</u>	Pumps	"
Cargo & Main Hatchways	<u>good</u>	Cement (if Iron Ship)	"
Hatches	"	Caulking of Bot'm, D'k, & Watrways	"
		Copper, or Y.M. (State if on Felt.)	"
		When put on	"
		Boats	<u>good</u>
		Masts, Yards, &c.	"
		Condition, how ascertained	<u>Exam^d</u>
		Sails	<u>good & suff.</u>
		Anchors	No. of <u>3 B, 1 R, 1 K.</u>
		Cables	<u>300 fms.</u>
		Hawsers & Warps	<u>good & suff.</u>
		Standing & Running Rigging	"

General Observations, Opinion as to Class, Recommendation, &c.: The vessel is now in a good and efficient condition and eligible in our opinion to remain as classed, and when the requirements of special survey 1st 2 are completed the notation of S.S. 1st 2 may be inserted in the Register Book. See note concerning notation of 1st 2 in Ref. Book

Item	Amount	Fees received by me
Entry Fee (if chargeable) per Scale I, Sec. 27...	£ :	
Office Fee (if chargeable) per Scale II, Sec. 27...	£ :	
Survey Fee (per Section 28)	£ 10 : 10	
Special on Damage, Fee (if any) (per Sec. 28)	£ :	
Certificate (if required) to be sent to margin	£ :	
Travelling Expenses (if chargeable)	£ :	
And Surveyor's Fee (if any)	£ :	

TUESDAY 30 AUGUST 1887
 J. A. Dodd
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 Character assigned A.1.
 Date 26/8/87

Insert Character precisely as in Register Book.

GLS 154-0138 (113)

four wash plates at middle line in after hold renewed. The ceiling in each hold relaid and partly renewed.

The frames, reverse, inside of plating, keelsons, stringers &c above close ceiling scaled & repainted up to the main deck in the fore and after holds, and also in the athwartships & side coal bunkers and in engine space. The engine

bearers being badly oxidized & thin, the engines were lifted and the whole of the main engine bearers renewed.

The after bulkhead of engine room found wasted at lower part, eight (8) plates of various lengths have now been renewed as req^d & the bulkhead made efficient. Three floors efficiently

doubled at middle line in engine space, about 4 ft long, and one floor under boilers renewed from 6 ft on star^d side of middle line to entirely across on port side. Six reverse frames partly renewed

under engines and three under boilers. The reverse frames

in side coal bunkers, abreast E. & B. space, on port side have been repaired as follows: - 1st frame before after engine room bulkhead, the

reverse have been renewed from 4 ft above bilge stringer to 4 ft above lower deck with the reverse doubled between lower & main decks;

2nd:- renewed from 18" below bilge str. to 30" above lower dk. and the reverse doubled between low. & m. dks; 3rd renewed from 4 ft below

below bilge stringer to 4 ft above low. dk. and doubled between low. & m. dks;

4th same as the 2nd; 5th same as the 3rd; 6th doubled below bilge

stringer to main deck beams; 7th same as 6th; 8th renewed from 5 ft

above bilge keelson to 3 ft above low. dk. and doubled between low. & m. dks.;

10th renewed from 1 ft above bilge str. to main dk.; 11th renewed

from 7 ft star^d side of middle line to main deck on port side; 12th same

as 10th; 13th same as 11th; 14th same as 10th; 15th renewed from 4 ft above

bilge stringer to main dk.; 16th same as 10th; 17th same as 15th; 18th re-

-newed from 4 ft below bilge stringer to main dk.; 19th renewed from 18"

below bilge str. to main deck; and 20th renewed from 2 ft above bilge str.

to main dk. And the reverse on the star^d side have been

repaired as follows: - 3rd from the same bulkhead, reverse doubled between

lower & main decks; 4th renewed from 15" below low. dk. to main dk.;

6th same as 4th; 7th renewed from 4 ft below lower deck to main deck;

8th doubled same as 3rd; 9th, 13th & 8th doubled same as 3rd; 10th

renewed from 5 1/2 ft below lower deck to main deck; 11th renewed from

3 ft below lower deck to main deck; 12th same as the 10th; and 19th

renewed from 4 ft below lower deck to main deck. In all

cases where butts were made they were efficiently strapped.

Two wash plates in engine space and 4 in boiler space each side

renewed. The forward bulkhead of boiler space wasted

at lower part, 7 plates renewed to make bulkhead efficient.

In cross coal bunker fore side of boiler space close ceiling all lifted, floors &c chisel scraped and frames, reverse, inside of plating &c scaled from line of close ceiling to upper deck.

In this space 4 reverse frames were doubled from 3ft below lower deck to main deck and 3 between lower & main Decks, on port side; and on star^d side 3 reverse doubled from 3ft below lower deck to main deck, and 3 from 3 to 5ft below lower ~~two~~ deck to main deck. Mountings of one lower

deck beam in this space renewed and a rider plate fitted bet. ties, and another beam mounting partly renewed to a second beam in this space. As the Owners wished to dispense

with one of the forward cross bunkers, a bulkhead has been cut away, leaving a web frame and a beam has been fitted to the lower & main decks in lieu thereof. And two W.T. doors

have been fitted on the coal bunker openings in the W.T. bulk. Head fore end of boiler space, thus making this bulkhead more efficient. The notation of 5 B.H.^{ds} in the Register

Book to be thus altered to 4 B.H.^{ds}. The deck plating under gally renewed and the coamings to engine & boiler casings with the spar deck tie plates in wake of these partly re-
-newed & made efficient. One gunwale plate, after

end of bridge renewed on port side. In after Cabin the lining stripped under, ^{frame} & ^{space} each side of side lights, the strake below being somewhat thin locally, it has now been doubled between frames under 5 lights on star^d side, and under 2 on port side. The whole of the cabin ceiling

stripped right aft round the stern and iron work scaled. All iron work in holds, between decks, coal bunkers, engine & boiler spaces and in cabins where opened up repainted or piecement washed. 4 deck planks renewed in the spar deck right

forward on port side and 5 on star^d side, and 4 planks on star^d side before main hatch. 5 shifts renewed in wake of E.X.B. openings on port side & 8 on star^d side. Deck recaulked before main hatch and in wake of our planks. The Chain Cables ranged.

The whole of the requirements of S. S. h^o 2 has thus been complied with except the scaling of the fore & after peaks, which remains to be done to complete the S. S. h^o 2, of which the Owners have been informed.

J. J. Todd
J. Thomson