

# REPORT of SURVEY for REPAIRS, &c.

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 1<sup>st</sup> July 23 Last Survey 1<sup>st</sup> August 1887

Master M<sup>r</sup> Donald 88-87

TONNAGE:— NET 1032 Built at Newcastle By whom Marshall Bros. When 1864

GROSS 1384 Owners MacLay & M<sup>r</sup> Sutherland Port belonging to Glasgow

UNDER DK. 1366 Owners' Address 67 Hope Street Glasgow

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

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

Last Survey, No. 1331 Port Off

Classed S.S. Cl. 1<sup>st</sup> 3-79 S.S. Cl. 1<sup>st</sup> 1-84 'Spec. Cl.' 8-86

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part 1. 1<sup>st</sup> 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 timber bands and ceiling fully equal to three strakes fore & aft on each side renewed, 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 star<sup>d</sup> 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, bent & straightened, and three tie-plates taken off and also straightened, and all refitted as before. And four

PRESENT CONDITION OF THE			
Decks	good	Blank (Bottom) & Counter	good
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	Plating	Keelsons	"
Topsides	"	Clamps & Shims	"
Wales	"		
Engine Room Skylights	"	Coal Bunker, Openings, Lids, &c.	good
		Scuppers	good
		Cargo & Main Hatchways	good
		Hatches	"

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

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 .....	£	5	-
Travelling Expenses (if chargeable) .....	£	:	:
And Surveyor's Fee (if any) .....	£	:	:

Committee's Minute Character assigned



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<sup>d</sup> & 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<sup>d</sup> 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: - 1<sup>st</sup> 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;

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

below bilge stringer to 4 ft above low. dk. and doubled between low. & m. dks; 4<sup>th</sup> same as the 2<sup>nd</sup>; 5<sup>th</sup> same as the 3<sup>rd</sup>; 6<sup>th</sup> doubled below bilge stringer to main deck beams; 7<sup>th</sup> same as 6<sup>th</sup>; 8<sup>th</sup> renewed from 5 ft

above bilge keelson to 3 ft above low. dk. and doubled between low. & m. dks.; 10<sup>th</sup> renewed from 1 ft above bilge str. to main dk.; 11<sup>th</sup> renewed from 7 ft star<sup>d</sup> side of middle line to main deck on port side; 12<sup>th</sup> same

as 10<sup>th</sup>; 13<sup>th</sup> same as 11<sup>th</sup>; 14<sup>th</sup> same as 10<sup>th</sup>; 15<sup>th</sup> renewed from 4 ft above bilge stringer to main dk.; 16<sup>th</sup> same as 10<sup>th</sup>; 17<sup>th</sup> same as 15<sup>th</sup>; 18<sup>th</sup> re-

newed from 4 ft below bilge stringer to main dk.; 19<sup>th</sup> renewed from 18" below bilge str. to main deck; and 20<sup>th</sup> renewed from 2 ft above bilge str. to main dk.

And the reverse on the star<sup>d</sup> side have been repaired as follows: - 1<sup>st</sup> from the same bulkhead, reverse doubled between lower & main decks; 4<sup>th</sup> renewed from 18" below low. dk. to main dk.;

6<sup>th</sup> same as 4<sup>th</sup>; 7<sup>th</sup> renewed from 4 ft below lower deck to main deck; 8<sup>th</sup> doubled same as 3<sup>rd</sup>; 9<sup>th</sup>, 13<sup>th</sup> & 8<sup>th</sup> doubled same as 3<sup>rd</sup>; 10<sup>th</sup> renewed from 5½ ft below lower deck to main deck; 11<sup>th</sup> renewed from

3 ft below lower deck to main deck; 12<sup>th</sup> same as the 10<sup>th</sup>; and 19<sup>th</sup> 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<sup>d</sup> side 3 reverse doubled from 3ft below lower deck to main deck, and 3 from 3 to 5 ft below lower ~~the~~ 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.<sup>ds</sup> in the Register Book to be thus altered to 4 B.H.<sup>ds</sup>. The deck plating under gally renewed and the coamings to engine & boiler casings with the open deck tie plates in wake of these partly renewed & made efficient.

One gunwale plate, after end of bridge renewed on port side.

In after Cabin the lining stripped under, <sup>frame</sup> & 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<sup>d</sup> 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 open deck right forward on port side and 5 on star<sup>d</sup> side, and 4 planks on star<sup>d</sup> side before main hatch.

5 shifts renewed in wake of E & B openings on port side & 8 on star<sup>d</sup> 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<sup>o</sup> 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<sup>o</sup> 2, of which the Owners have been informed.

J. J. Dodd  
Jr. Thomson

