

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 15 July 1892 When handed in at Local Office.

Port of Glasgow

20 JUL 92

No. in
Reg. Book.

Survey held at

Glasgow

Date, First Survey

11th May

Last Survey

15th July

1892

1999 on the

Iron S.S. "Behera" (ex Fanny David)

Master

May 1892

YEAR

MONTH

TONNAGE:-

Built at

Newcastle

By whom

Marshall Bros

When 1864

2

GROSS

1384

Owners

MacLay & W. Intyre

Port belonging to

Glasgow

UNDER DK.

1386

Owners' Address

Already recorded

NET

829

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Both

Name of Dock Henderson's Dry and

Destined Voyage

WB=DbA

tons; f

tons; uE&B

tons; CellDB

tons; FPT

tons; APT

tons; MT

tons.

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

CHARACTER, * for Special Survey, Date of last Survey and of Periodical Surveys.

Machinery and Boiler Surveys (including date of N.B., if any).

S.S. Cl. No 3-4-79

S.S. No. 7-2-87

Society's Freeboard (if assigned) as painted on Ship and now verified

4 ins.

Last Survey, No.

Port

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Second S.S. No 3.

Vessel placed in dry dock - all ceiling removed from holds and bunkers and floors, frames, keelsons, stringers, shell plating (inside & outside), bulkheads, &c. scaled thoroughly and examined. The peaks cleared, scaled and examined. Floors &c. under L & B. scaled and examined. Cement between floors right fore and aft examined. Shell plating drilled in three sections each side, and thickness of same found to be as below. Lining removed from all sidelights and plating in way of same examined. Chain cables ranged, scaled, callipered & examined. Mast wedges removed and masts, spars and rigging examined. Decks bored and examined.

Repairs & renewals - The Main and Spar decks now renewed from after end of after hold to fore end of fore hatchway. The Main dk of 3" w.p. and the Spar dk. of 3 1/2" p.p. The Bridge dk. all renewed of 2 1/2" p.p. one margin

SUMMARY OF DAMAGE REPAIRS: Plates, Fair'd or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE

Decks

Good

Transoms, Pointers, & Crutches

Good

Copper, or I.M.

Good

Hatches

Good

Waterways

"

Timbers of Frame at the openings

"

When put on, Month

Year

Boats

"

Coamings

"

Ditto ditto at other places

"

Rudder

Good

Masts, Yards, &c.

"

Up'r Dk. Beams & Fastenings

"

Keelsons

"

Windlass & Capstan

"

Condition, how ascertained

By exam.

Low'r Dk. Beams & Fastenings

"

Clamps, Shells & Stringers

"

Pumps

"

Sails

Good

Plating

"

Selling

"

Engine Room Skylights

"

Anchors No. of

3 B. 15. 2 K.

Planing

"

Ceiling

"

Coal Bunker, Open'gs, Lids, &c.

"

Cables, length

270 fms

Trenails or Rivets

"

Cement or Asphalt (state which)

none

Scuppers

"

Hawsers & Warps

Good

Breasthooks & Stimson

"

Tanks (state if now tested)

"

Cargo & Main H'ch'ys

"

Standing & Running Rigging

"

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

State clearly whether any 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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptno 91, &c."

This vessel is in a good and efficient condition, eligible, in our opinion, to remain as classed with record of survey Gls. 7.92 and, as the rules requirements for S.S. No 3 have now been completed to notation of S.S. Gls. No 3-7.92

Office Fee (if chargeable) per Scale II., Sec. 27

£

Fees applied for,

Survey Fee (per Section 28)

£

Received by me,

Special Damage or Repair Fee (if any)

£

19/4/92

Travelling Expenses (if chargeable)

£

"

Second Surveyor's Fee (if any)

£

"

*Is Certificate now required?

£

"

Committee's Minute

Character assigned

FRI 22 JUL 1892

A

1

Spar dk

pt h. 2.92

Sub gr

Surveyor to Lloyd's Register of British & Foreign Shipping.



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Lloyd's Register Foundation

GLS165-0255-(13)

Iron S.S. "Behera"

margin plank each side fitted at ends of Spar. dk flat at stem forward.

Thickness of Shell plating in $\frac{1}{16}$ in.

	Starboard		Port		Starboard		Port	
Garb	F	orig.	F	orig.	A	F	orig.	A
	11	11	11	11	11	10	11	12
A	10	10	10	10	10	10	10	10
B	10	10	10	10	10	10	10	10
C	10	10	10	10	10	10	10	10
D	10	10	10	10	10	9	10	9
E	10	10	9	10	10	9	10	9 $\frac{1}{2}$
F	Steele		9	9	Steele	10	9	Steele
G	8	9x8	8	9	8x9	8 $\frac{1}{2}$	9x8	8
H	8	9x8	8	9	8x9	8 $\frac{1}{2}$	9x8	8
J	8	9x8	8	9	8x9	8 $\frac{1}{2}$	9x8	8
K	8	9x8	8	9	8x9	9	9x8	8
L	12	12	12	12	12	12	12	12
M	8	8	8	8	8	8	8	8
N	8	8	8	8	8	8	8	8
O	10	8x10	9 $\frac{1}{2}$	9	9	9	9	8

Strake above Main ^{in strake} sheersake doubled each side & for length of 60 ft. Six plates renewed in port bow, viz. 3 in D, 2 in F & 1 in G, and five on starboard bow, viz. 3 in D & 2 in F strakes and a strap fitted for length of 8 ft. on landing edge of F & G strakes. Shell plating doubled under two sidelights on port side at after end of after hatch and four sidelights each side, in way of same, dispensed with and holes filled in. New American Elm craming 15" deep fitted to No. 1 & 3 hatchways on Mn. dk. and new iron plating $\frac{1}{2}$ " thick fitted each side of the hatchways on Spar dk. for breadth of 2 ft. No. 2 hatchway extended further aft, having now a total length of 13 ft. 3 ins, and divided into two by after bulkhead of Fore hold carried up to Sp. dk. one part leading to after end of Fore hold & the other to Fore cross bunker the iron craming ($\frac{1}{2}$ " above dk) of this hatchway being renewed. One length of Rider plate & two top angles to M.L. keelson renewed to old butts at after end of Fore hold. Five strakes of plating & stiffening angles renewed in bulkhead at after end of Fore hold. New iron casing $\frac{5}{16}$ " fitted on Spar dk., enclosing E.R. Stokehold, Galley & Stateroom, the casing being efficiently stiffened by $4\frac{1}{2} \times 3 \times \frac{3}{8}$ " angles and carried to a height of 7 ft. 6 ins. New rider plate $\frac{5}{8}$ " thick fitted on M.L. keelson for whole length of Fore cross bunker and also a length of 15 ft. at fore end of Stokehold. Three reverse frames doubled on port side in F. cross bunker between bilge ^{& lower deck stringers} and ~~lower deck~~ in way of Side Bunkers. 9 reverse frames in starboard bunker doubled for length of 6 to 14 ft. One stringer plate 9 ft. ^{long} in starboard and 3 in port (total length 27 ft.) renewed in Mn. dk. Four stay in starboard and 2 in port renewed. Craming plate (2 ft long) and angle bar connection of starboard bunker casing and sole plating of bunker renewed.

Iron S. S. "Behera"

renewed. Two plates in casing of each bunker doubled where thin. Face angle to Orlop dk. stringer in port bunker renewed. Mn. dk. coaming plate to E. R. casing in way of starb. bunker doubled. Eight Mn. dk. beam angles on starb. & 9 on port side and 5 Sp. dk. beam angles on starb. and 4 on port side partly renewed and efficiently strapped. In after hold - Angle iron on each side, aft, connecting tunnel to floors, renewed for length of 28ft. and two reverse frames on starb. side doubled between bilge keelson & bilge stringer. Angles to both de. dk. beams at fore and after ends of after hatchway renewed, also one angle to half beam on starb. & 2 to half beams on port side. Double angles fitted to beam at after end of Mn. hatch at Mn. dk. Bridle beams to all hatches repaired where necessary. One plate in port bulwarks renewed and plating doubled in way of two freeing ports aft. Two plates in starboard bulwarks renewed and plating doubled in way of two freeing ports aft. Rudder renewed as per Forge Inspector's report, and plating on same renewed. All ceiling in Fore & after holds and Bunkers renewed of 2½ p.p. Cement between floors renewed where broken. Insides of holds, bunkers &c. repainted or recemented as necessary. Outside of vessel repainted. About 100 Amets renewed, under engine and boiler, in shell plating on account of the heads being wasted where cement was wanting.

H.H.

J. J. Dodd
for self & Mr. Elliott.