

Rpt 8.

(Received at London Office)

20 MAR 1934

No. 7228

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Feb. 16th. 34. When handed in at Local Office Feb. 16th. 34. Port of Hong KongNo. in Survey held at Hong Kong Date, First Survey Feb. 16th. Last Survey Feb. 16th. 1934.
Reg. Book. (No. of Visits 1)21884 on the ~~Wood~~ Steel Sc. "BEHAR"TONNAGE — Built at Greenock By whom Harland & Wolff Ltd. When 1928 MONTH 11
GROSS 6100 Owners Hain S. S. Co. Ltd. Owners' Address —
UNDER DK. 5496 Managers — Port belonging to London
NET 2910Surveyed Afloat or in Dry Dock? Afloat Name of Dock — Destined Voyage MarseillesWB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 18748 Port Ant

(Periodical Surveys, when held, must be reported in detail and serialim 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 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 —

Society's Freeboard (if assigned) as painted on Ship and now verified — ft. — ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR No. 2 Starboard deep tank to enable wood oil to be carried in this compartment. (See report 10 attached)No. 2 Starboard deep tank was examined internally and found clean, free from paint, rust, scale, residue and moisture and in good condition to receive a shipment of wood oil in bulk.

NOTE:-

This tank was tested and inspected by the Society's Surveyor at Shanghai and the present inspection has been carried out to comply with the Shippers condition at the loading Port.

SPECIAL REASONS LIST.

Not dealt with at this time.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Fair'd or Repaired ...								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	State if Tanks now tested	Engine Room Skylights	(State if on Felt).
Caulking of Decks	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month Year
Coamings	Ceiling	Scuppers	Boats
Beams & Fastenings	Cement or Asphalt (State which.)	Cargo Hatchways	Masts, Yards, &c.
Outside Plating	Rudder	Hatches	Condition, how ascertained
Breasthooks	Steering gear and its connections	Planking of Wood Vessels	(State if wedges removed)
Transoms	Windlass	Caulking ditto	Sails
Frames	Have Pumps now been examined and found efficient?	Treenails ditto	Equipment letter
Reverse Frames	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson ditto	Anchors, No. of
Longitudinals	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	„ length size
Floors		Ditto Ditto at other places ditto	„ Rule length size
Keelsons		Stringers, Clamps & Shelves ditto	Hawser & Warps
Stringers		Salting (State if examined.) ditto	Standing and Running Rigging
Inner Bottom Plating			

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, 1,24,” or “to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c.”

This vessel, as far as seen, is in good and efficient condition and eligible, in my opinion, to remain as now classed in the Register Book without fresh record of survey, subject to the requirements of Special Reasons List being dealt with.

Survey Fee (per Section 29)	\$50.00.	Fees applied for, <u>16/2/1934</u>
Special Damage or Repair Fee (if any)	£	Received by me. <u>19</u>
Travelling Expenses (if chargeable)	\$ 5.00.	
Second Surveyor's Fee (if any)	£	

C. Macpherson.

Surveyor to Lloyd's Register of Shipping

Committee's Minute TUE. 27 MAR 1934Character Assigned Unit Class from

Lloyd's Register Foundation