

Date of writing Report 9<sup>th</sup> JAN. 1946 When handed in at Local Office.....19..... Port of DUBLIN.

No. in Survey held at DUBLIN. Date, First Survey 24<sup>th</sup> AUGUST 45 Last Survey 8<sup>th</sup> JANUARY 1946.  
Reg. Book. (No. of Visits 32)

25012 on the ~~Wood, Iron or Steel~~ S.S. "GLENCULLEN"

YEAR. MONTH.

TONNAGE :— Built at LYTHAM. By whom LYTHAM S.B. & ENG. CO. LD. When 1921 - 10.  
GROSS 448 Owners ALLIANCE & DUBLIN CONSUMERS GAS CO Owners' Address  
(If not already recorded in Appendix to Register Book).  
UNDER DK. 319 Managers..... Port belonging to DUBLIN.  
NET 176.

Surveyed Afloat or in Dry Dock? N2 SURWAY Name of Dock ALEXANDRA BASIN Destined Voyage \_\_\_\_\_

Cell D B or D Ba \_\_\_\_\_ feet; uE & B \_\_\_\_\_ feet; f \_\_\_\_\_ feet }  
total capacity \_\_\_\_\_ tons. FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ feet \_\_\_\_\_ tons. }

Only alterations in the existing records of tanks should be inserted.

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

**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).

Last Report, No. 69899. Port Gls. 25.420, No. 3 - 9.33 B.S. 1.45

(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. 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. Yes. Captain Society's Freeboard (if assigned) as painted on Ship and now verified } 3 ft. 11 ins. ✓

Report issued attached Was a damage report made by anyone else? if so, by whom? ✓

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage and 2<sup>d</sup> Special Survey No 3

Damage alleged to have been sustained through striking rocks at PORTENCORIE, MULL OF GALLOWAY on 11<sup>th</sup> August 1947 whilst on a voyage from Dublin to Mangrove via Belfast.  
For further particulars please see vessel's log book and copy of special damage report attached.

Now done: - Vessel placed on slipway, Alexandria Basin, Dublin, shell plating keel and rudder examined placed in good condition and recoated.

Samoa Bains

Shell thating A is Garboard. Number count from aft. 85

SUMMARY OF DAMAGE REPAIRS :—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :—
Renewed ... ..	23	17	10	10	✓	✓	✓	Kelson Brackets, Port Ceiling
Removed and Fair'd or Repaired	21	2	15	21	6	✓	✓	Bar Rail, Kelsons, Pillars
Fair'd or Repaired in place ...	8	54	✓	✓	✓	✓	✓	deck plating under keelsons Report

[illegible]

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 classed in the Register Book *without fresh record of Survey*," "to remain as classed and to have record of survey, 138," or "to remain as classed and to have record of survey, 138, and the notations of ss No. 138."

All the requirements for 2<sup>nd</sup> Special Survey No. 3 having been complied with this vessel is now in a good and efficient condition and eligible in my opinion to remain as classed with fresh record of survey 1-46 and the notation 2.S.S. No. 3-1,46 in the Register Book.

Survey Fee (per Section 29)	£ 23 : 15 : 0	Fees applied for,	
Special Damage and Repair Fee (if any) (per Sec. 29)	£ 63 : 0 : 0	Received by me,	
Travelling Expenses (if chargeable)	£ 12 : 0		
Second Surveyor's Fee (if any)	£ :		

9<sup>th</sup> JAN 1946

R. B. Grier

Surveyor to Lloyd's Register of Shipping.

TUES. 26 FEB 1946

Committee's Minute

Character Assigned..... 1,46 Dub without spl. cond. (h & m)

S.S. No. 2 = No. 3 - 1.46 + LMC 1.46

Dated BB Feb 2nd

S.S. No. 2

003409-003115-0031 1/2

3. 9. 85







"GLINCULLEN" 27 Special Survey No. 3.

Vessel placed on slipway. The shell plating keel and rudder -cleaned examined placed in good condition and recoated.

Rudder lifted and refitted. Holds, peaks, bunker and machinery spaces -cleaned. All ceiling removed from deep tank top and bilges in holds and bunkers, limber boards removed throughout and steel work exposed including plating in way of sidelights. All oxidation removed throughout the vessel and steel work examined and placed in good condition. Shell plating drilled and gauged as required by Rule.

Peak and deep tanks examined internally and tested under water pressure to rule requirements. Floors scaled and all broken and loose cement renewed. Decks examined drilled and gauged as necessary.

Chain cables ranged. Chain locker renewed and cables replaced. Anchor, masts removed on shore, spars and rigging, hatches (in position at the hatchways), tarpaulins, cleats and battens, steering gear and its connections, rods, chains, etc., rudder quadrant tiller, windlass, pumps, general equipment examined, found or placed in good condition. Freeboard verified.

Doubling plates found or fitted under all sounding pipes. Ventilators and their coverings examined and found in good condition.

Repairs wear & tear.

Shell Plating A is Starboard. Numbers count from aft.

Port side.

E 5. 6. 7. 8. 9. F 7. 8. F 4 cups & part. G 4. 6. H 5. renewed.

Starboard side.

E 5. 6. 7. 8. 9. F 4. 7. 8. G 4. 5. 6. H 5. renewed.

Beltting in way removed for access and refitted.

Shell rubbing plate port side. renewed.

Frames, Starboard side, 20, 21, 22, 23, joined in place.

" " " 33, 34. cupped & part renewed.

" Port. " 34. " " "

Reverse Frames, Starboard side, 33, 34. " " "

" " Port. " 34, 52. " " "

Web, " Starboard " 50. " " "

" " Port. " 57. " " "

Deep Tank, 2 stringer brackets renewed.

" " slack rivets in beam knees & keelson brackets renewed. Top plating brackets to frames P. & S. renewed.

Fore Peak, Beam knees all slack rivets renewed.

Aft Peak, Bulkhead & plates renewed.

Bunkers, seven bulkhead & plates renewed. Hatchway coaming side plates P. & S. renewed rest angles and 2 wood covers renewed.

Decks, Upper A stroke is center. numbers from forward.

(Continued)



"GLENCULLEN"

A. 1. 2. wasted renewed.

B. 1. 2. Port &amp; Starboard, wasted, renewed.

C. 1. " " " "

D. 1. 2. Stinger, Port &amp; Starboard, wasted, renewed.

Raised Quarter Deck A in centre. Numbers from aft

A 1. 3. renewed.

Port side. B. 1. 2. wasted renewed.

C. 2. 3. 4. " "

D. 1. 2. 3. 4. 5. 6. " "

Starboard side. B. 1. 3. " "

C. 1. 2. 3. 4. " "

D. 1. 5. 6. 7. " "

Plate in way of officers w.c. aft wasted renewed.

Aft end of No 2 hatch athwartship plate renewed.

No. 2 winch seating angles renewed.

Hatchways.

No 1. coaming plate fore end renewed.

" " after section Starboard side renewed.

" " 16 wood covers renewed.

No 2 " " fore and aft ends renewed.

" " 21 wood covers renewed.

Mast spars & rigging removed on shore, scraped examined and recoated with oil & varnish. Rigging on both masts renewed.E. & B. casing foundation angles port & starboard renewed.Bolting Port Quarter 4 ft. curved length renewed, face iron found. angles where wasted renewed.Bulwark Plating aft, centre plate renewed.Galley deck plating renewed full width. Bulkheads fore & aft cropped to good material and renewed.Echo sounding apparatus fitted, doublets fitted to shell plating in way. W.T. box fitted in hold.Forecastle. Alteration.

Crews accommodation removed from under upper deck to under forecastle deck.

Bulkhead of  $\frac{5}{16}$ " plating with stiffeners  $3" \times 2\frac{1}{2}" \times .26$  brackets top and bottom as shown on the attached Plan. doors  $4' 3"$  by  $2'$ , sill  $2\frac{1}{2}"$  wood  $2"$  thick.Asphalt  $2"$  thick. New side scuttles fitted with efficient deadlights. Side scuttles below upper deck with the exception of the centre one Port and Starboard blanked off with riveted spigot-patches. The side scuttles left have the original deadlights.A new chain locker has been constructed above the deep tank  $3"$  sheathing fitted. Starboard & Port chain cable pipes leading from the windlass fitted.

Hatch under the forecastle deck leading to the space

(continued)



Port of DUBLIN

Continuation of Report No. 6093 dated 9 January 1946 on the

P.S. "GLENCULLEN"

under upper deck fitted with 9" ceasing 3" wood cover, cleat, battens, and tarpaulin supplied.

Tonnage.

The surveyors to the Department of Industry and Commerce, Dublin are not yet in a position to inform me the amendment in the gross tonnage this will be stated later.

Special Reasons List.

Set up bottom now repaired.

30 fathoms of chain cable now placed on board and verified with certificate

Length of fuocette. 20'-11".

R. B. Guen.

0031 5/5