

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report

When handed in at Local Office

15. 9. 1920. Port of Aberdeen

No. in
Reg. Book.

Survey held at Aberdeen

Date, First Survey 9. 6. 20. Last Survey 8. 9. 1920.

(No. of Visits 4.)

Master ✓

YEAR.

MONTH.

TONNAGE:—

GROSS 292

UNDER DE. 202

NET 111

Built at Paisley

By whom J. Fullerton & Co.

When 1896 9.

Owners Kirk Shipping Co. Ltd. (P. Atkins & Co. Ltd. Port belonging to Aberdeen.

Owners' Address Ambleuch, Isle of Anglesey.

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

Surveyed Afloat or in Dry Dock? Dry.

Name of Dock Pontoon II, Glasgow, destined Voyage to Anglesey in tow.

WB=Cell D Bor D Ba

feet; u&B

feet; f

feet; f

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

total capacity tons. FPT

tons; APT

tons; MT

feet

tons.

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. 24994 Port SLD

CHARACTER.
For Special Survey.
Date of last Survey and of
Periodical Surveys.Machinery and Boiler
Surveys
(including date of N.B., if any).

100.A1 2.20

L.M.C.

S.S. Off No III - 5.10

M.S. B.S. 1.20

S.S. Off No II - 18

T.S. 1.20

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 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.

Society's Freeboard (if assigned) as
painted on Ship and now verifiedWhere 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
ned? *yes, but not required.* Was a damage report made by anyone else? If so, by whom? *J. Pirie for tenderwriters.*EXAMINATION AS PER RULE, FOR *Damage*, stated to have been caused by the stranding of the vessel
at Rocks, Wick, on 24th May 1920, bound to Wick with a cargo of coal.Keel on starboard side, receiving heavy damage both to bottom and bilge, and to upper
turned bilge, the vessel then falling over on to her port side, on which she lay partly
d for four days. Cargo jettisoned repairs executed by divers, and vessel refloated
and towed to Aberdeen by the salvage steamer "Ocean Bride", where she was
the pontoon for examination on 9th June 1920.By with owners and underwriters representatives examined vessel, & found
Stem twisted, keel bar & flange of garboards bent & scored, bottom badly indented, and
bores, centre, side & bilge keelsons, set up, from forefoot to after end of hold, namely $\frac{1}{2}$ x 20
of the vessel. Also found both port and starboard sides of vessel set in, above turn of
P.T.O.

GE REPAIRS:—	Plates.	Frames.	E. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Repaired or Repaired								
Repaired in place								
N OF THE	Stringers	Inner Bottom Plating				Dblg. Plates under Sounding Pipes		Copper, or Y.M. of Wood Vessels
	State if Tanks have been examined inside	State if Tanks now tested				Engine Room Skylights		(State if on Felt.)
	Bulkheads	Bulkheads				Coal Bunkers, Open'gs, Lids, &c.		When put on, Month Year
	Ceiling	Ceiling				Scuppers		Boats
	Cement or Asphalt	Cement or Asphalt				Overboard Hatchways		Masts, Yards, &c.
	(State which)	(State which)				Hatches		Condition, how ascertained
	Rudder	Rudder				Planking of Wood Vessels		(State if wedges removed)
	Steering gear and its connections	Steering gear and its connections				Caulking ditto		Sails
	Windlass	Windlass				Treeneils ditto		Equipment letter
	Have Pumps now been examined and found efficient?	Have Pumps now been examined and found efficient?				Breasthooks & Stemson ditto		Anchors, No. of
	Have Sluice Valves now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?				Transoms, Pointers, & Crutches ditto		Cables (State if new ranged)
	Have Watertight Doors now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?				Timbers of Frame at openings ditto		length size
						Ditto ditto at other places ditto		(on board)
						Stringers, Clamps & Shells ditto		Rule length size
						Salting ditto		Hawser & Warps
						(State if examined.)		* Standing & Running Rigging

Observations, Opinion as to Class, Recommendation, &c.:—

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
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
" or "to remain as classed and to have record of survey, 1, 15, and the notations of ss No. 1-15 and ptwd 15, &c."Vessel has been temporarily repaired and rendered efficient to proceed in tow
Ambleuch, Anglesey, where permanent repairs will be effected, with a view to the
reclassification of class in the Register Book, and in connection therewith, this report
is furnished for the information of the Committee.

Section 26) 2

Exon Certy.

Repair Fee (if any) *None*

Travelling Expenses (if chargeable) 2

Second Surveyor's Fee (if any) 2

Fees applied for,

7. 9. 1920

Received by me,

7. 9. 1920

8/10/20

Ridley Yobell

Surveyor to Lloyd's Register of Shipping.

FRI. SEP. 24 1920

Committee's Minute

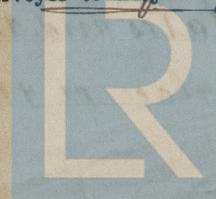
Character Assigned

Wick Lw

Deferred for repairs

Rph Lw 24/9/20

Rpts Dir. 8.12.21

Lloyd's Register
Foundation

006401-006406-0071 1/2

"DUNLEITH."

keel, frames and side stringers bent, and web frames, arch brackets, ends & brackets of main deck beams, and wing floor plates of forepeak and hold bulkheads, bent & buckled, and riveting started. Found Cement in hold entirely destroyed and ceiling and sparring in greater part missing. Found bulwarks in well, set in and rail twisted, gangway doors bent and fittings broken, washport doors buckled, & part missing, bridge front & side bulwarks broken & part missing. engine room skylight, stokehold ventilators, and doors to forecastle, broken. Hatch covers, fore rafters and tarpaulins missing, and various ladders & skatings & deck fitting broken & destroyed. Found accommodation throughout the vessel destroyed or damaged by water and all loose articles, missing. Kedge anchor reported lost and various ropes and wires destroyed.

Advised repairs as follows. Stem and keel box to remove, examine, fair and refit. Foremast to remove, and boiler to be lifted to facilitate repairs.

The following shell plates to renew: Namely. Port Side A1, 2, 10, 11 & 12 - B2, 3, 4, 8, 9 & 10
C2, 3, 4, 5, 6, 7, 8, 9 & 10 - D5, 6, 7, 8, 9 & 10 - and Ey - Starboard Side A1, 2, 10, 11 & 12 - E6, 7 & 8 - F4 & 8
and G1 & 4 - To remove fair replace, viz: Port Side A3, 4, 5, 6, 7, 8 & 9 - B1, 4, 5, 6, 11 & 12 -
C1 - D4 & 11 - E6 & 8 - and, F3 - Starboard Side A3, 4, 5, 6, 7, 8 & 9 - B1, 2, 3, 4, 5, 6, 7, 8 & 9 -
C2, 3, 4, 5 & 7 - D2, 3, 4, 5, 6, 7, 8 & 9 - E3, 4, 5 & 9 - F5, 6 & 9 - G5, 6, 8 & 9 - To fair in place.
Port Side B13 - D2 & 3 - E1, 2, 3, 4, 5, 7, 9 & 10 - F3, 5, 6, & 8 - G4 & 5 and H5.

Starboard Side B.10 - D.1 - E.1 & 2 - F.1, 3 & 10 and H.1, 2 & 3 - Ridge doublings on D Streak and chafing bars on F Streak both port & starboard to remove, fair & replace.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED by TABLE 30 or 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...													If Patent trial name of Process.		
	2nd "															
	3rd "															
	Collective Weight.															
	Stream															
	Kedge.....															

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

Bulkheads. Forepeak bulkhead. No. 14, to crop & renew floor plate and frame bar - Hold bulkhead, No 53, renew floor plate, also wing plate & frame, port & Starboard: top connection & ceiling bars to renew - Bunker bulkhead, No 56, starb^d wing plate, & frames in Hold from 15 to 52 inclusive to renew: 3 web-frames, both port & Starboard to renew, and 2 ditto to remove, fair & replace - Frames in Bunker, Port side, 13 to renew. Starb^d side 6 renew and 4 ditto fair in place.

Floor plates and reversed frames from No. 15 to 52 inclusive, to remove, fair and replace or renew as necessary. R.T.O.

P.T.O.

necessary. J. J. "DUNLEITH."

Keelsons & Stringers in Hold. Centre keelson to be cut adrift to original butto at each end of hold, and removed, faired & replaced. Side & Bilge Keelsons, and Side Stringer, both port & Starboard, to be cropped at bulkhead at each end, and entirely cut adrift, removed, faired & refitted: plate brackets to be fitted to same on both sides of forepeak and hold bulkheads. Intercostals of Side Keelsons, together with all lugs and connection bars to renew, or otherwise make good. Plate & angle Side stringer in way of bunker & stokehold, together with stringer forming continuation of main deck in bunker, to remove, fair & replace. Beams & knees in Hold. Beams at forward & after ends of main hatchway, to fair in place, and hatch coamings to rivet to same. Two arch brackets and face bars, and one web frame bracket each side, to remove, fair & replace. Also on Starboard side in way of hatchway 4 short beams to remove, fair & replace, and ditto crop & part renew. Beam knees in hold & bunker where buckled to be faired in place, and have plate knee fitted. Girder under beams of main deck in way of bridge house to remove, fair & refit, together with hold pillars and ladder, and pillar under strong beam in engine room. Cement in Hold, Peaks, and Bunkers to renew, and new Ceiling and Sparring to fit throughout.

Reelworks in well, and on bridge & quarter decks, also skylights, ladders, ventilators, and various deck fittings to repair or renew. Hatch covers, fore & afters, and tarpaulins to renew. Steering gear, winchlass and handpumps to overhaul and put in good working order.

All linings and fittings in accommodation throughout the vessel, to be removed and Hull both inside and out, chipped, scraped and recoated. Accommodation & fittings to be repaired and replaced in good order, and the whole painted out. Forward & After Peaks to be filled and tested.

New Kedge anchor to supply and equipment to make good.

In view of the present cost of carrying out the necessary repairs, the vessel was adjudicated a Constructive Total Loss, and sold to Messrs W. Thomas & Son Shipowners & Repairers, Ammluch, Anglesey, for which port she left Aberdeen in tow, to proceed by the Moray Firth, and the Caledonian Canal to the West Coast, there to be repaired, by her owners, at Ammluch, under the superintendence of the Society's Surveyors, with a view to the continuation of her Classification in the Register Book.

Before leaving Aberdeen, the vessel was placed on the slipway & made seaworthy for the intended voyage in tow. New fore & afters, hatches, and tarpaulins, fitted to hatchways, skylight, ventilators, and fore-castle doors, temporarily repaired, hold bilges in way of strums, cleaned out, and hold suction additionally connected to ejector in engine room. Hand pumps made workable, and steering gear overhauled.

Ridley Yowell.