

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 30/5/51. When handed in at Local Office... 1 JUN 1951. Port of... HEBBURN

No. in Reg. Book. Survey held at Hebburn. Date, First Survey 3/4/51. Last Survey 25/5/1951. (No. of Visits... 21)

57321 on the Wood, Iron or Steel M.V. "DINGLEDALE"

TONNAGE: - Built at Glasgow. By whom Harland & Wolff Ltd. When 1941. MONTH 9.

GROSS 8182 Owners The Admiralty Owners' Address -

UNDER DK. 7234 Managers - Port belonging to London.

NET 4805. Surveyed Afloat or in Dry Dock? Both. Name of Dock Palmers Hebburn. Destined Voyage Not known.

Cell/Bor/Dba feet; uE & B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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

N.B. - All alterations in the existing records should be underlined. Last Report, No. 107107 Port New

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1. 2/50 +LMC CS 2/47	
Carrying Petroleum in bulk. DBS. 7/49	
S.S. Ply. - 2/47 C.L. 11/48	
<b>OIL ENGINES.</b>	

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 to Owners but not required. Was a damage report made by anyone else? if so, by whom? No.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, Special Survey & alterations.

Damage cause not stated. Situated on keel forward.

Now done: - Vessel examined in dry dock. Keel 2 from forward found slightly set up between floors. The owners representative did not wish to carry out repairs at this time and as the damage is of a minor nature it is recommended that it be classed as an endorsement to be dealt with at Owners convenience.

Special Survey (contd. on sheet 2).

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Faird or Repaired								
Faird or Repaired in place ...								

PRESENT CONDITION OF THE Decks <i>good.</i>	Bulkheads <i>good.</i>	Engine Room Skylights <i>good.</i>	Copper, or V.M. (State if on Felt) When fitted, month Year
Caulking of Decks <i>good.</i>	Ceiling <i>good.</i>	Ceal Bunkers, Openings, Covers, &c. <i>good.</i>	Boats <i>good.</i>
Coamings <i>good.</i>	Cement or Asphalt <i>good.</i>	Oil Bunkers <i>good.</i>	Masts, Yards, &c. <i>good.</i>
Beams & Fastenings <i>good.</i>	Rudder <i>good.</i>	Scuppers <i>good.</i>	Condition, how ascertained <i>as from aloft.</i>
Outside Plating <i>good.</i>	Steering gear and its connections <i>good.</i>	Cargo Hatchways <i>good.</i>	Equipment letter <i>C + 2 1/8" steel</i>
" " in way of sidelights <i>good.</i>	Windlass <i>good.</i>	Hatches <i>good.</i>	Anchors, No. of <i>3 B - 1 St.</i>
Frames <i>good.</i>	Have pumps been examined and found efficient? <i>good.</i>	Planking <i>good.</i>	Cables (State if now ranged) <i>Ranged.</i>
Reverse Frames <i>good.</i>	Have Sluice Valves been examined and found efficient? <i>-</i>	Caulking <i>good.</i>	" length <i>300 ft</i> mean diam. <i>2 1/8"</i>
Longitudinals <i>good.</i>	Have Watertight Doors been examined and found efficient? <i>-</i>	Treenails <i>good.</i>	" Rule length <i>300 ft</i> size <i>2 1/8"</i>
Transverses <i>good.</i>	Have Ventilators and their Coamings been examined and found efficient? <i>Yes.</i>	Breasthooks & Stemson <i>good.</i>	Chain Locker <i>good.</i>
Floors <i>good.</i>	Air and Sounding Pipes <i>good.</i>	Transoms, Pointers & Crutches <i>good.</i>	Hawsers & Warps <i>good.</i>
Keelsons <i>good.</i>	Doubling Plates under Sounding Pipes <i>good.</i>	Timbers of Frame at openings <i>good.</i>	Standing and Running Rigging <i>good.</i>
Stringers <i>good.</i>		Stringers, Clamps & Shelves <i>good.</i>	Sails <i>-</i>
Inner Bottom Plating <i>good.</i>		Salting <i>State if examined.</i>	
Have the Tanks been examined internally? <i>Yes.</i>			
Have the Tanks been tested? <i>Yes.</i>			

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, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is eligible in my opinion to remain as classed with fresh record of dry docking 5/51 and notation of S.S. New 5/51 subject to Keel 2 from forward, forecstle sheerstrake stobd. and poop side plating, indented, being dealt with at Owners convenience.

Survey Fee (per Section 29) £ 103 : 10 : 0 Fees applied for, 7 JUN 1951

Special Damage or Repair Fee (if any) (per Sec. 29) £ 10 : 0 : 0 Received by me, James W. N. Keay

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute TUES. 17 JUL 1951

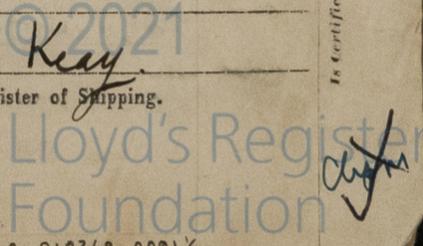
Character Assigned S.S. White etc. Int 5,51 New. S.S. (machy.) DBS 5,51 S. 5,51

13 JUN 1951

If so, is the Report sent now, or when will it be sent?

2000 S. 47. - Transfer Ind. (The Surveys are requested not to be made on or before this date for Committee's Minutes)

Is Certificate required? If so, to be sent to



Special Survey

Vessel placed in dry dock. Bottom sides and rudder (lifted) cleaned examined and recoated. Anchors and cables ranged and examined.

The dry cargo hold, peaks, engine and boiler spaces cleared, steelwork examined throughout, scaled and coated as necessary. It was not considered necessary to drill the shell plating. Plating in way of sidelights examined. All cargo tanks, fuel water double bottom tank, fore deep tank, domestic fresh water tanks and fore and aft peak tanks examined internally and tested. Oil fuel double bottom tank, oil fuel bunker and settling tanks examined internally and tested. Cofferdams and pump rooms examined and flood tested. Decks, chain locker, masts and rigging (report attached) hatch coamings, covers and toggles, ventilator coamings and covers, steering gear and auxiliary gear, windlass, hand pump, air and sounding pipes and striking plates examined and found or placed in good order.

Freeboard Renewal Survey carried out and freeboard marks verified.

Repairs Now Done:- Some caulking on bottom and side shell made good.

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

ANCHORS.

Number of Certificate.	Anchor.*	WEIGHT, EX. STOCK.		TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs. lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.			
	1st Bower										
	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.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.	
	Length.	Diam.	Stato-ry.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Patoms.	Ins.	Tons.	Tons.						Cwts. qrs. lbs.

Anchors. Bower port and starboard, crown pins and shackles pins renewed.

No. 2 Cargo Tank, starboard. (Tanks numbered from aft)

Upper side shell stinger after end of plate cropped and part renewed.

No. 7 Cargo Tank, centre. Centre hullson plate forward and after ends fixed in place and stiffener fitted. Top bars and after bracket removed fixed and replaced. Fore and aft. fixed in place. (Contd. on Sheet 3)

Special Survey (Contd.)

Repairs - Rigging Rigging screws and shackles built up with welding were locally worn.

Boat Deck. Deck composition outside deckhouse removed and deck plating in way renewed or doubled and deck composition replaced. (7 plates renewed and 14 part doubled)

Foreboard Stems Gangway tread plates cropped and part renewed, cargo hatch lids packing renewed, port glasses (2) renewed and bulwark stays (3) re-riveted and some minor miscellaneous repairs carried out.

Alterations. Modifications due to conversion of Main Engines to use Boiler Fuel Oil.

Settling Tank starboard. has been divided by a steel bulkhead fitted fore and aft. Outboard portion forms Diesel Oil Tank while inboard portion remains common with Oil Fuel Cross Bunker. (See plan attached to this report).

Settling Tank port is separated from cross bunker by closing air holes of inboard bulkhead.

An additional sounding pipe with striking plate and 3" dia air pipe is fitted to new Diesel Oil Tank and a 3" dia air pipe is fitted to Settling Tank port, air pipes opening 2'-0" above poop deck fitted with man-neck tops and gauge.

Diesel Oil Tank tested and proved satisfactory.

Heating Coils in Fore Deep Tank, Cross Bunker and Settling Tanks have been removed and replaced by pipes of larger diameter. Pipes tested and proved satisfactory.

Additional generator seating has been fitted in machinery space starboard, strongly constructed and attached to shell framing and double bottom tank top.

Vessel unladen 11th May 1951.

S.R. List. No repairs were effected to wood sheathing and deck over chart room which was specially examined and found satisfactory. As the distortion is very slight and deck showed no sign of heavage it is recommended that this item be deleted from the list.

No repairs were effected to indented poop side plating port and Nos. 2 and 3 forecabin sheerstrake plates and stinger angle which were specially examined and found to remain efficient. The Owners representative did not wish to carry out repairs at this time and as the damages are of a minor nature it is recommended that they be classed as endorsements to be dealt with at Owners convenience.

