

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 :-

GROSS 8182

UNDER DK. 7234

NET 4805.

Built at Glasgow.

By whom Harland & Wolff Ltd.

When 1941

MONTH 9.

Owners

The Admiralty

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers

Port belonging to London.

Surveyed Afloat or in Dry Dock? Both.

Name of Dock Palmers Hebburn.

Destined Voyage Not known.

Cell/D/Bor/D/Ba feet; uE & B feet; f feet
total capacity tons. FPT tons; APT tons; MT tons.

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.

(Periodical Surveys, when held, must be reported in detail and serially 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 to Owners

but not required.

Was a damage report made by anyone else? if so, by whom? No.

Society's Freeboard (if assigned) as painted on Ship and now verified } 6 ft. 5 1/4 ins.

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	Bulkheads	Engine Room Skylights	Copper, or V.M.
Decks	good.	good.	(State if on Felt)
Caulking of Decks	good.	good.	When fitted, Month Year
Coamings	good.	good.	Boats
Beams & Fastenings	good.	good.	Masts, Yards, &c.
Outside Plating	good.	good.	Condition, how ascertained
" " in way of sidelights	good.	good.	(State if wedges removed)
Frames	good.	good.	Equipment letter
Reverse Frames	good.	good.	Anchors, No. of
Longitudinals	good.	good.	Cables (State if now ranged)
Transverses	good.	good.	" length
Floors	good.	good.	" Rule length
Keelsons	good.	good.	Chain Locker
Stringers	good.	good.	Hawsers & Warps
Inner Bottom Plating	good.	good.	Standing and Running Rigging
Have the Tanks been examined internally?	Yes.	good.	Sails
Have the Tanks been tested?	Yes.	good.	

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. Nave 5/51 subject to Keel 2 from forward, forecastle sheerstrake starboard and poop side plating, indented, being dealt with at Owners convenience.

Survey Fee (per Section 29)	£ 103 : 10 : 0	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 10 : 0 : 0	7 JUN 1951
Travelling Expenses (if chargeable)		Received by me,
Second Surveyor's Fee (if any)		10

Committee's Minute

TUES. 17 JUL 1951

Character Assigned

Deferred for comp. S.S. (machinery)

Int 5,51 Nave.

DBS 5,51

S. 5,51

010362-010368-0091 1/2

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

M.V. "Dingledele"

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

The dry cargo hold, peaks, engine and boiler spaces cleared, steelwork examined throughout, sealed and coated as necessary. It was not considered necessary to drill the shell plating. Plating in way of sidelights examined. All cargo tanks, feed 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, windlars, 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 :—

Number of Certificate.	Anchor.*	WEIGHT, EX. STOCK.			WEIGHT OF 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.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	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.

[illegible]

anchors. Bow port and starboard. crown pins and sheekle pins
renewed.

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

Upper side shell stringer after end of plate
cropped and part removed.

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

M.V. "Dingledale"

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

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

Hubbard Steers 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 started. 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 undocked 11th May 1951.

S.R. List. No repairs were effected to wood sheeting and deck over chart room which was specially examined and found satisfactory. As the distortion is very slight and deck showed no sign of leakage 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.