

Received by Chief Ship Surveyor 1/5/08 Received from Chief Ship Surveyor \_\_\_\_\_

VESSEL'S NAME Iron S.S. Dunmail Rpt. By No. 9874

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

2nd S.S. No. 3.

Nature of Survey \_\_\_\_\_

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in 32 of an inch.

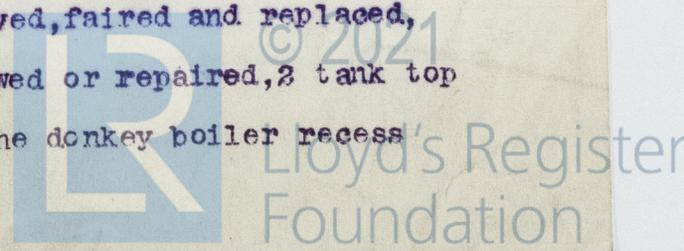
STRAKE.	AMIDSHIP.					FORWARD.					AFT.					REMARKS.
	Original Thick-ness.	Thickness by drilling.		Diminution if any.		Original Thick-ness.	Thickness by drilling.		Diminution if any.		Original Thick-ness.	Thickness by drilling.		Diminution if any.		
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.	
SPAR SHEER STRAKE .....																
Strake below.....																
MAIN SHEER STRAKE .....	24	Doubled				16	19	16			16	20	20			
1st Strake below.....	16	15	15	1	1	14	17	16			14	14	15			
2nd " " .....	18	19	17	-	1	16	16	15	-	1	16	15	15	1	1	
3rd " " .....	18	17	17	1	1	14	13	14	1	-	14	13	13	1	1	
4th " " .....						14	13	14	1	-	14	15	13	-	1	
5th " " .....											16	17	17			
6th " " .....																
7th " " .....																
8th " " .....																
9th " " .....																

The 2nd S.S.No.3 has now been held and the plating drilled as shewn above with results which it is submitted may be considered satisfactory.

Damage through grounding, striking a pier head at Tyne Dock and Port Talbot, and a stone wall at Devonport, also

through heavy weather has been repaired as follows:-

4 plates, 7 deck plates, a number of rivets, the greater part of the tunnel plating and two bulwark plates renewed; 14 plates, 21 frames, 19 reverse frames, 4 stringer plates and 2 deck plates faired in place, 4 plates removed, faired and replaced, hatch beams and fore and afters renewed or repaired, 2 tank top plates under the donkey boiler and the donkey boiler recess



bulkhead repaired, rudder rebushed and minor repairs done.

It should be remarked that the Board of Trade Surveyor at Blyth reported to his Department that the deck plating of this vessel was much wasted and badly laminated, and that the shaft tunnel was wasted through in a number of places. A copy of the report was sent to this Office and upon enquiry it was found that the vessel had gone to Barry to undergo the 2nd S.S.No.3. The Barry Surveyors were accordingly informed of what had been reported regarding the vessel.

From the report now received it will be seen that the tunnel plating and angle rings to same have been practically all renewed, also that three deck plates on the port side and 4 on the starboard side have been renewed.

It is submitted the vessel appears worthy to remain classed with record of survey 4,08 and notation of S.S.2nd No.3-4,08 as recommended.

100A1  
H-08 Bry  
S Bry 2<sup>nd</sup> No 3 H-08

B.

C. H. J.

RBA

1/3/08



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