

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 29/5/37 When handed in at Local Office 31/5/37 Port of NEWCASTLE-ON-TYNE
No. in Survey held at SOUTH SHIELDS Date, First Survey 19 May Last Survey 27 May 1937
Reg. Book. 75740 on the Wood, Iron or Steel GLANRHYD (No. of Visits 7)

TONNAGE— Built at BARROW By whom VICKERS LTD. When 1924 5
GROSS 1525 Owners HARRIES BROS & CO. LTD. Owners' Address (if not already recorded in Appendix to Register Book).
UNDER DK. 1194 Managers Port belonging to LONDON
NET 820

Surveyed Afloat or in Dry Dock? DRY DOCK Name of Dock TYNE DOCK ENQ. CO. Destined Voyage LONDON

WB=Cell D Bord Ba feet: uE&B feet: f feet
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. 23780 Port hpl

(Periodical surveys, when held, must be reported in detail and variation 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.)

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

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

| CHARACTER. | MAINTENANCE | MAINTENANCE |
|--------------------|-------------|-------------|
| 100A. 4, 36 | + | + |
| S.S. SHL. NO 2-32. | + | + |
| CARGO BATTENS | + | + |
| NOT FITTED | + | + |

Society's Freeboard (if assigned) as painted on Ship and now verified 1 ft. 5 1/2 ins.

NOT REQUIRED.

Was a damage report made by anyone else? If so, by whom? UNDERWATERS SURVEYOR

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE & COMPLETION OF SPECIAL SURVEY NO 3.

(SEE NEWCASTLE REPORT NO 93669 AND NEWPORT MON. REPORT. NO 23780)

Damage stated to have been caused by.

1. Heavy weather on 16th April 1937 while on a voyage from Newport to Inham
2. Collision with jetty while approaching Eastham Locks on 18th April 1937
3. Vessel grounding at Villagium while on a voyage from Roum to Lynedoch on 15th May 1937.

NOW DONE— Vessel placed in dry dock the bottom and rudder cleaned and examined.

NO DAMAGE. A number of hatch covers and cleats renewed

A number of minor deck repair effected.

P.T.O.

| SUMMARY OF DAMAGE REPAIRS:— | Shell Plates. | Frames. | R. Frames. | Floors and Bracket Floors | Beams. | Inner Bottom Plates. | Dk. Plates. | Other Items:— |
|--------------------------------|---------------|---------|------------|---------------------------|--------|----------------------|-------------|--------------------|
| Renewed | 5 | | | | 2 | | 1 | PLEASE SEE REPORT. |
| Removed and Fair'd or Repaired | 5 | 3 | | | | | 2 | |
| Fair'd or Repaired in place | 9 | | | | | | | |

PRESENT CONDITION OF THE

| | | | | | | | |
|------------------------|---------------------|--|------------------|------------------------------------|-------|-------------------------------------|-------------------|
| Decks | GOOD | State if Tanks have been examined inside | PLEASE SEE RPT. | Air and Sounding Pipes | ✓ | Copper, or T.M. of Wood Vessels | ✓ |
| Caulking of Decks | " | State if Tanks now tested | PLEASE SEE RPT. | Dblng. Plates under Sounding Pipes | 9000 | (State if on Felt). | ✓ |
| Coamings | " | Bulkheads | WHERE EXAM. GOOD | Engine Room Skylights | " | When put on, Month | ✓ |
| Beams & Fastenings | WHERE EXAM. " | Ceiling | ✓ | Coal Bunkers, Open'gs, Lids, &c. | " | Boats | ✓ |
| Outside Plating | " | Cement or Asphlt | WHERE EXAM. GOOD | Oil Bunkers | ✓ | Masts, Yards, &c. | GOOD |
| " in way of sidelights | " | Rudder | GOOD | Scuppers | ✓ | Condition, how ascertained | BY EXAMINATION |
| Breasthooks | " | Steering gear and its connections | " | Cargo Hatchways | 9000 | (State if wedges removed) | PLEASE SEE REPORT |
| Transoms | " | Windlass | " | Hatches | " | Sails | ✓ |
| Frames | WHERE EXAMINED | Have pumps now been examined and found efficient? | NONE | Planking of Wood Vessels | ✓ | Equipment letter | h |
| Reverse Frames | ✓ | Have Sluice Valves now been examined and found efficient? | ✓ | Caulking | ditto | Anchors, No. of | 3 B. I. S. |
| Longitudinals | ✓ | Have Watertight Doors now been examined and found efficient? | YES | Treenails | ditto | Chain Locker | GOOD |
| Transverses | ✓ | Have Ventilators and their Coamings been examined and found efficient? | YES | Breasthooks & Stemson | ditto | Cables (State if now ranged) | YES |
| Floors | WHERE EXAMINED GOOD | | | Timbers of Frame at openings | ditto | " length 240 FMS. mean diamr 1 1/4" | |
| Keelsons | ✓ | | | Ditto Ditto at other places | ditto | " (on board) 240 FMS. size 1 1/4" | |
| Stringers | ✓ | | | Stringers, Clamps & Shells | ditto | Hawser & Warps | GOOD |
| Inner Bottom Plating | WHERE EXAM. GOOD | | | Salting | ditto | Standing and Running Rigging | " |

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 now classed in the Register Book without fresh record of survey," "to remain as classed and to have record of survey, 1, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss. No. 1-24 and ptd 24, &c."

This vessel is in an efficient condition and eligible in my opinion to remain as classed in the Register Book with fresh record of survey 5, 3/ and the notation of S. S. SHL. NO 3-5, 3/.

Survey Fee (per Section 29) £ 10 10 0
Special Damage Report Fee (if any) £ 10 10 0
Travelling Expenses (if chargeable) £
Second Surveyor's Fee (if any) £
Fees applied for, £ 2.6 37 15/6
Received by me, S.B. Lumsden

Committee's Minute

Character Assigned

TUE. 15 JUN 1937

100A

S. S. No. 3-4, 36

Cargo battens not fitted

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

no 3 plate faired in place.

1ST STRAKE BELOW FOULE SHEER. - No 1 plate renewed.

no 2 plate removed, faired and replaced.

MAIN SHEER - hol Plate renewed.

No 2 Plate faired in place.

1 Beam knee renewed.

FORECASTLE DECK

FORECASTLE BULWARKS.

Rail bar fixed in place.

Starboard House pipe renewed.

UPPER DECK

Stringer plate fixed in place

2 Frame fast brackets removed, faired and replaced.

ANCHORS.

CHAIN CABLES.

"B" Strake no 2 plate renewed

SEE CONT. SHEET 2.

CONT. SHEET 4. N°3 DAMAGE CONTD. S. S. GLANRHYD.

STARBOARD SHELL FROM FORWARD

A Strake nos 3 & 4 plates faired in place.

B Strake no 2 plate renewed.

B Strake no 7 plate removed, faired and replaced.

D Strake nos 6 & 7 plates faired in place.

E Strake no 6 plate faired in place.

1 Length of bilge keel Bulb plate removed faired and replaced.

4 Intercostal shell bars in way of B. 7. plate removed, faired & replaced.

N°1 TANK. 10 Tank margin angles and 6 Floor end connecting angles on port side renewed.

9 Tank margin angles & 4 Floor end connecting angles renewed on starboard side.

A number of started floor rivets renewed.

N°2 TANK. 14 Tank margin angles on port side & 4 on starboard side renewed.AFT PEAK A number of shell rivets renewed.

Nos 1, 2, Engine Room, Boiler Room and aft peak tanks tested on completion of repair and found satisfactory.

Rudder lifted, examined, 4 Pinthles & 2 Bushes renewed and rudder replaced.

Port anchor shackle pin renewed and a number of studs hardened up.

Steering gear chain, removed, fried, examined and 20'0" of new tested chain fitted.

A number of minor repairs effected.

COMPLETION OF S.S. N°3 Lower bunkers, chain locker, peak spaces examined and sealed

and coated as found necessary. Plating under side lights examined.

Fore and aft peak tanks, Engine Room tank & Boiler room tank tested and examined internally. No 2 D/B Tank tested in way of Lower

bunkers. Cables ranged and examined. Anchors, masts, Rigging

(See Report attached) W. I. Doors and General equipment examined

Doublers plates found or fitted under sounding pipes in tanks

examined. Freeboard verified and new Certificate issued.

REPAIRS - BOILER TANK.

2 Tank Top plates under boiler cropped and part renewed and 3 Tank top plate doubled.

PORT SIDE

3 Floors cropped and part renewed. 3 Intercostals renewed.

9 Intercostal angles renewed. 1 Floor top angle renewed.

1 Intermediate floor top angle renewed.

STARB. SIDE

3 Floors cropped and part renewed. 3 Intercostals renewed

9 Intercostal angles renewed. 1 Floor top angle renewed.

1 Intermediate floor top angle renewed.

ENGINE ROOM TANK. STARB. SIDE

2 Floor doubled.

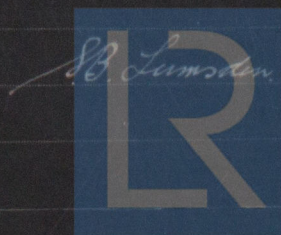
Doublers plate fitted on fore mast at keel.

Bottom and Rudder cleaned, examined and recoated and a number of minor repairs effected.

FREEBOARD

77 Hatch covers, 22 Cleats, 5 Battening Bars and 3 Air pipe plugs renewed.

Holds, Decks, Casings, Boamings, Hatchways and Hatches examined and found satisfactory.



© 2020

Lloyd's Register
Foundation