

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19 When handed in at Local Office 21/4/36 Port of 36
No. in Reg. Book. Survey held at South Shields Date, First Survey 24 March Last Survey 14 April 1936
25575 on the ~~Hull, Iron or Steel~~ "GLANRHYD" (No. of Vents 9)

TONNAGE - Built at Barnow. By whom Vickers Ltd. When 1924 - 5
GROSS 1525 Owners Harries Bros. & Co. Ltd. Owners' Address
UNDER DK. 1194 Managers Port belonging to London.
NET 820

Surveyed Afloat or in Dry Dock? Both Name of Dock Tyne Dock Eng. Co. Destined Voyage -
WB=Cell D Bord Ba feet; uE&B feet; f feet Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. precisely as in Register Book & Supplements)

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. 13394 Port Bt. CHARACTER: +100 A1 +LMC A.32
2.35 BS 9.34
CL 10.33

(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.

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 yes.

not required. Was a damage report made by anyone else? If so, by whom? Underwriters Surveyors.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage & S.S. No. 3 partly held.

Damage stated to have been sustained through
1. Grounding in Bristol Channel on 10th March 1936 on voyage from Seaham to Bristol.
2. Striking Quay wall at Bristol on 13th March 1936, on voyage from Bristol to Penarth.
Damage 1. Now done:- The vessel placed in dry dock, bottom & under examined
& coated.

Port Side:- Keel plate No. 2 removed failed & replaced.
Shell plates A2 & A3 failed in place & B3 removed failed & replaced.
10 frames failed in place.
Bilge keel, one length removed failed & replaced & shell angle in way
failed in place.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	10	4	-	-	-	-	1 Pair	
Removed and Failed or Repaired	11	29	-	-	7	1	-	See Report.
Failed or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks good	as above	Paint seen good	(State if on Vell).
Caulking of Decks	as above	Dblg. Plates under Sounding Pipes	When put on, Month Year
Coamings	Paint seen good	Engine Room Skylights	Boats
Beams & Fastenings	good	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Outside Plating	Paint seen good	Oil Bunkers	Condition, how ascertained
" in way of sidelights	(State which.)	Scuppers	(State if wedges removed)
Breasthooks	good	Cargo Hatchways	Sails
Transoms	good	Hatches	Equipment letter
Frames	Paint seen good	Planing of Wood Vessels	Anchors, No. of
Reverse Frames	"	Caulking ditto	Chain Locker
Longitudinals	"	Treenails ditto	Cables (State if now ranged)
Transverses	"	Breasthooks & Stemson ditto	" length (on board)
Floors	Paint seen good	Transoms Pointers, & Crutches ditto	" Rule length
Keelsons	"	Timbers of Frame at openings ditto	Hawser & Warps
Stringers	"	Ditto Ditto at other places ditto	Standing and Running Rigging
Inner Bottom Plating	"	Stringers, Clamps & Shells ditto	
	"	Salting ditto	
	"	(State if examined.)	

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, 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel, so far as now seen, is in efficient condition & eligible in my opinion
to remain as classed with fresh record of survey A.36, & the notation of
S.S. No. 3 (place & date) on completion of the survey.

Survey Fee (per Section 29)	£ 20 0 0	Fees applied for.	21 APR 1936
Special Damage & Repair Fee (if any)	£ 10 10 0	Received by me	23.10.1936
Travelling Expenses (if chargeable)	£ - - -	24/4/36	25/4
Second Surveyor's Fee (if any)	£ - - -	21.11.1936	11/6

Committee's Minute
No. No. 3
Character Assigned
S. 336 without the cargo
cargo bottom not fitted
tanic No. 436 B.S. 11.35
FRI. 8 MAY 1936
FRI. 15 JUN 1937
WED. 10 MAY 1937
FRI. 5 MAR 1937
FRI. 5 FEB 1937
Lloyd's Register
Foundation

"GLANRHYD"SHEET 2.

Starb. Side:- Shell plates A2, A3 & D8 failed in place.

C6 removed failed & replaced.

7 frames failed in place.

Bilge keel, one length renewed & 6 lengths removed failed & replaced,
one shell connecting angle cracked & renewed & 6 failed in place.

No. 1 D.B. Tank, Port:- 2 margin lugs renewed & 7 removed & rejoined.

Starb:- 12 margin lugs removed & rejoined

About 190 defective rivets in floors renewed.

Several rivets & seams on Tank top caulked & made good.

No. 2 D.B. Tank, Port:- 1 margin lug renewed & 14 removed & rejoined.

Starb:- 1 margin lug renewed & 12 removed & rejoined.

About 140 defective rivets in floors renewed.

Several rivets & seams on Tank top caulked & made good.

No. 3 & 4 deck Tanks:- Several rivets in thwartship girders renewed & rivets & seams
on Tank top caulked & made good.

C: Keelson bottom bars in way of keel No. 2, failed in place.

Fore peak bulkhead, 4 stinger bracket connections renewed & extended,
several rivets renewed & caulking made good.

Damage 2. Port:- Shell plates G7, F6, F7, E8 removed failed & replaced.
E7 failed in place.

4 frames removed failed & replaced & 3 failed in place.

4 beams failed in place, 3 beam benches renewed & 1 removed
failed & replaced.

2 bulkhead wing plates cracked & renewed & one failed in place.

Bulwark plate fracture elec. welded & doubling fitted.

In way of E. Room:- One stinger plate failed in place.

4 upper frames failed in place & deck brackets renewed.

3 shell bars renewed.

Starb:- Shell plates G1, H6, J3, F2, F3, failed in place.

H2, H5, E3, removed failed & replaced.

5 frames & 2 beams failed in place.

Moorings pipe & doubling plate removed failed & replaced.

File front corner bar & wing plate failed in place.

After deck, bulwark rail bar & plate failed in place.

No. 1 & 2 double bottom tanks, 3 & 4 deck tanks & fore peak bulkhead
tested on completion of repairs & found satisfactory.

Shell hose tested & found satisfactory.

All disturbed work replaced or part renewed as necessary & coated.

S.S. No. 3:- Vessel placed in dry dock, the bottom &udder cleaned
examined & coated. Rudder lifted, No. 2, 3 & 4 frames renewed.

Holds, tween deck bunkers & machinery space cleaned. Ceiling
removed from Tank top as necessary by Rule. Steel work

"GLANRHYD"

SHEET 3.

generally examined, scaled & coated where necessary. It was not considered necessary to drill the shell plating.

(except in way of cross bunker)
Nos 1-2, D.B. Tanks & 3 & 4 deck Tanks examined internally & subsequently tested.

Decks, steering gear, windlass, casings, vents, hatchways, hatches & fastenings (in position) examined & found or placed in efficient condition.

Doubling plates found or fitted under sounding pipes.

Repairs:- 18 hatch covers & 12 hatch battens renewed.

10 feet steering chain renewed, remainder made good.

To Complete the Survey:- Lower bunkers, anchors & cables, plating under lights, masts & rigging, chain locker, peak staves, pumps, W.T. doors, & general equipment to be examined.

Fore & aft peaks, Engine & boiler room double bottom tanks to be internally examined & tested.

Freeboard to verify.

No. 2 D.B. Tank in way of cross bunker to be tested.

S.R. List:- Now done:- Counter Damage.

2 Counter plates removed failed & replaced.

1 Rail bar renewed.

One deck plate cracked & renewed & one failed in place.

One deck beam failed in place.

Gunnwale bar cracked & renewed.

2 Stanchions & connections removed failed & replaced & one renewed.

2 fairlead base plates removed failed & replaced.

Deck hose tested on completion & found satisfactory.

Two $2\frac{3}{4}$ " x 90 fms. each mooring ropes, aft, & one $2\frac{3}{4}$ " x 90 fms. forward.

All removals replaced or fast renewed as necessary.

JWg.



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