

16 APR 1926

No. 106994

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report.

10. When handed in at Local Office

10. Port of

LIVERPOOL

No. in Survey held at

Birkenhead

Date, First Survey

14/36

Last Survey

7/4

1936

Reg. Book. 23790 on the Wand, Iron or Steel 5:5.

DHOON : GLEN

(No. of Visits)

TONNAGE:

GROSS 325.

UNDER D.K. 216.

NET 123.

Built at Leith:

Chesn.

Managers

By whom T. Cian : Son & Co. Ltd. When 1921.

YEAR 5:

MONTH

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. 106052

Port L.W.

Destined Voyage

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

CHARACTER
S for Special Survey,
Date of last Survey and of
Periodical Survey.Tug
Auxiliary
Surveyed.Machinery and Boiler
Surveys
(including date of N.R., if any).

100 100 11,34: 100 100 11,34: 100 100 11,34:

25: BKN. 17-3-8,33: M.S. 8,33:

CL. 8,33:

8,5. 9,35

Periodical Surveys, when held, must be reported in detail and serialism 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 and besides being detailed in the body of the report, should be summarized 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 follow if required

Was a damage report made by anyone else? If so, by whom? Casebooks to线条: up

AIRS, OR EXAMINATION AS PER RULE FOR Damage:

Damage stated to have been caused by contact with Rock Head at Killal. to Dorn. on 8.2.36.

Damage Repairs done: Vessel placed on slipway. Cleared and examined.

Port hole: Sheet-plate No. 2 plate cleared and fair'd in place.

1st Below deck: No. 2 plate cropped at aft end and No. 3 reward with extended butt.

2" " " : No. 2 reward fair'd and refitted.

3" " " : Reward to above seated and fair'd in place.

Peak Bulkhead: Cropped frame and reward fair'd and re-fitted butt. E. 123.

Peak Bulkhead: Plate cropped and part reward. Tank top angle to 123 fair'd in place.

Bulkhead - 123 plate reward: 2 shell lugs, reward fair'd and re-fitted.

SUMMARY OF DAMAGE REPAIRS:

	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	St. Plates.	Dh. Plates.	Other Items.
Renewed	1 (estimated)	V						
Removed and Fair'd or Repaired	1	1 (estimated)						
Fair'd or Repaired in place	4	3	V	V	V	V	V	Rec'd

PRESENT CONDITION OF THE

Decks Good:

Caulking of Decks "

Coamings "

Beams & Fastenings ~~Worn~~ good.

Outside Plating Good:

in way of sidelights ✓

Breasthooks Good

Transoms ✓

Frames ~~Worn~~ good.

Reverse Frames "

Longitudinals ✓

Transverses ✓

Floors ~~Worn~~ good.

Keelsons ✓

Stringers ✓

Inner Bottom Plating ✓

State if Tanks have been examined inside F. Peak.

State if Tanks now tested F. Peak

Bulkheads F. Peak Bla. good.

Ceiling ✓

Cement or Asphalt (State which.)

Rudder Good

Steering gear and its connections "

Windlass "

Have pumps now been examined and found efficient

Reverse Frames No

Have Sluice Valves now been examined and found efficient

Longitudinals No

Transverses Yes

Floors Have Watertight Doors now been examined and found efficient

Keelsons No

Stringers Have Ventilators and their Coamings been examined and found efficient

Inner Bottom Plating Yes

Air and Sounding Pipes ✓

Diving Plates under Sounding Pipes ✓

Engine Room Skylights Good.

Oil Bunkers Openings, Lids, &c.

Oil Bunkers ✓

Cargo Hatchways "

Hatches "

Planking of Wood Vessels "

Caulking ditto

Treenails ditto

Breadstuffs & Stores ditto

Transom Pointers, & Crutches ditto

Timbers of Frame at openings ditto

Ditto ditto at other places ditto

Stringers, Clamps & Shells ditto

Sailing ditto

(State if examined.)

Copper, or Y.M. of Wood Vessels

(State if on Deck), When put on, Month

Boats Good

Masts, Yards, &c.

Condition, how ascertained From deck.

(State if wedges removed) No

Sails ✓

Equipment letter Zd.

Anchors, No. of 213.15:

Chain Locker ✓

Cables (State if now ranged) No.

.. length ✓ mean diameter ✓

.. Rule length ✓ size ✓

Hawsers & Warps Sufficient

Standing and Running Rigging 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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey," "to remain as classed and to have record of survey, 124," or "to remain as classed and to have record of survey, 124, and the notations of as No. 124 and 124&124, &c."

This vessel as far as was seen is in good condition and eligible in my opinion to remain as classed with fresh record of Survey BKN. 4,36. Subject to the Brenker Hatch coamings being examined in about 4 months time.

Survey Fee (per Section 29) £

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

19

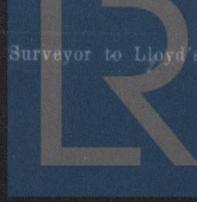
Received by me,

19

S.V. Ellsworth

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Surveyor to Lloyd's Register of Shipping.



Page 2:

Ss: "DHOON GLEN"

Damage Repair Contd.

One defective hatch in fore peak tank cut out and renewed.

Peak tank cleaned, coated, and tested on completion of repairs.

Port side: Bilge Keel part re-welded:

Bilge strake plate amidships and adjacent plate found in place.

Current blocks in way made good. Ceiling beams for access replaced.

Hull and Tras Repair: Fore rails renewed and repainted.Liquing (~~unfor~~~~and~~ unfor) unfastened and made good by cleaning
watering and re-tinning.

A number of wood hatches removed.

2. Hatch port doors unhooked.

Fore tank on paddley top primed & deck in way part painted.

Bunkie hatch side part unhooked. (The owner representative states
that it is proposed to dispare with the hatch when the vessel dry docks
about August next.) It is recommended that if the proposal is not carried
out that the Hatch coaming's should be specially examined at that time.Steering gear buffer springs removed and unhooked, anect
bolts removed as required.

Steering gear sheave pins, secured as required.