

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 19... When handed in at Local Office 19... Port of LIVERPOOL

No. in Reg. Book. Survey held at BIRKENHEAD Date, First Survey 2/8/33 Last Survey 23/8/1933

24629 on the Wood, Iron or Steel SC DHOON GLEN

TONNAGE: GROSS 325. Built at Leith By whom J. Cran-Sanerville When 1921. 5

UNDER DE. 216 Owners E. Nicholas & Co. Owners' Address (if not already recorded in Appendix to Register Book).

NET 123 Managers Port belonging to LIVERPOOL.

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Cutting Slip Destined Voyage

WB=CellDBorDBa 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. 102079 Port Lw

(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 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

Society's Freeboard (if assigned) as painted on Ship and now verified 6 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY N°3. and DAMAGE

stated to have been caused by grounding at BUNBEG. 23-7-33.

Vessel placed in Slipway. Bottom & Rudder cleaned, examined & cracked. Rudder removed, upper portion of main piece failed. Stern frame. Top gudgeon removed & welded to frame. Bush fitted to N°1 gudgeon and all pintles renewed. Quadrant plate renewed. Capstan seating renewed. Steering chains annealed & rods spun overhauled. Shell plates. R. Keel 2 (from Frd) A3 Port & A3 starboard removed, failed & replaced. A2, B1 & B2. Port & starboard failed in place. Frames. Fow renewed in way of floor See Page II.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	3	4 Port				—	—	Rudder main piece failed and see report.
Removed and Failed or Repaired	6							
Failed or Repaired in place								

## PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	Yes.	Dblog. Plates under Sounding Pipes	Good.	Copper, or Y.M. of Wood Vessels	—
Caulking of Decks	"	State if Tanks now tested	Yes.	Engine Room Skylights	"	(State if on Bolt).	Year
Coamings	"	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month	Year
Beams & Fastenings	"	Ceiling	"	Scuppers	"	Boats	Good.
Outside Plating	"	Cement (State which.)	"	Cargo Hatchways	"	Masts, Tackles, &c.	"
Breasthooks	"	Rudder	"	Hatches	"	Condition, how ascertained	By exam.
Transoms	"	Steering gear and its connections	"	Planking of Wood Vessels	—	(State if wedges removed)	Yes.
Frames	"	Windlass	"	Caulking	ditto	Sails	—
Reverse Frames	"	Have Pumps now been examined and found efficient?	Yes.	Treenails	ditto	Equipment letter	d.
Longitudinals	✓	Have Sluice Valves now been examined and found efficient?	✓	Breasthooks & Stemson	ditto	Anchors, No. of	2 B. 15.
Transverses	—	Have Watertight Doors now been examined and found efficient?	—	Transoms, Pointers, & Crutches	ditto	Cables (State if now ranged)	Yes.
Floors	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Timbers of Frames at openings	ditto	" length	165 size 14/16.
Keelsons	"			Ditto Ditto at other places	ditto	" Rule length	165 size 14/16.
Stringers	"			Stringers, Clamps & Shelf	ditto	Hawser & Warps	Good.
Inner Bottom Plating	"			Salting (State if examined.)	ditto	Standing and Running Rigging	"

## General Observations, Opinion as to Class, Recommendation, &amp;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, is in good condition & is, in our opinion, eligible to remain as classed & to have fresh record of survey Bk 8-33 and Notation ss. Bk N°3, 8-33.

Survey Fee (per Section 20) £

Special Damage or Repair Fee (if any) (per Sec. 20) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

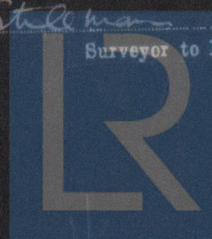
Fees applied for, 19

Received by me, 19

Committee's Minute

Character Assigned

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Has a Survey also been held on the Machinery of the Ship? If so, in the Report, give date, or when will it be sent?

Is Certificate required? If so, to be sent to



## PAGE II.

## S.S. DHOON GLEN.

## Damage Repairs.

Intercostal plate lugs renewed. 5 pairs centre & 10 wing lugs.  
 Three hold pillars removed, faired & replaced.  
 Port Bilge Keel, after length renewed, fore length removed faired & refitted.  
 After peak tank examined internally & tested.  
 Fore peak tank examined internally & tested. One beam knee  
 riveted & the rivets renewed in centre stiffener to the centre work plate.  
 Captain's exhaust steam pipe renewed.  
 Ceiling & cement and pipes removed for access replaced  
 in good condition.

## SPECIAL SURVEY N°3.

Vessel placed in Dry dock. Bottom & rudder cleaned, examined  
 and coated. Decks, Hold, Bunker, Engine & Boiler spaces,  
 Under Eng. & Bler. Fore Peak spaces, Plating under sidelights,  
 Mast & wedges, Rigging & General equipment. Hatches, crammings,  
 covers, rests, & battering arrangements, Ventilators, Steering gear,  
 Windlass, Pump, Air & sounding pipes, and Boats, Anchors &  
 chain locker examined. Cables ranged. Fore & after peak tanks  
 examined internally & tested. Freeboard markings verified.  
 Steelwork cleaned & coated, ceiling & pipe casing renewed & replaced in  
 good condition. Cement found & placed in good condition.

It was not considered necessary to drill the shell plating at this time.

## Repairs:-

After bulkhead of Bunker renewed forward of Boiler.  
 Bulkhead of bunker ahead of Boiler part renewed part started.  
 Two deck beams renewed in way of coal scuttles and  
 beam knees in way renewed on starboard side.



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