

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

Date of writing Report 21 Feb 39 When handed in at Local Office 21/2/39 Port of NEWCASTLE-on-TYNE  
 No. in Reg. Book 88225 Survey held at Glyth Date, First Survey 1<sup>st</sup> Dec 18 Last Survey 15 Feb 1939  
 (No. of Visits 1)

88225 75509 on the Wood, Iron or Steel GLYTH SPRAY in HALLADALE in Barnwall - 34  
 TONNAGE: Built at Glyth By whom Crabtree & Co When 1921 MONTH 1  
 GROSS 312.308.09 Owners South Wales Land and Gravel Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)  
 UNDER DE. 211 Managers R. A. Bevan Port belonging to Swansea  
 NET 128.121.7

Surveyed Afloat or in Dry Dock? Both Name of Dock Glyth Dock & S.C. Ltd Destined Voyage (blank)  
 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.

Last Report, No. 19578 Port Abu

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., in any).
<u>+100A1</u>	<u>8.38.</u>	<u>+L.M.C.</u>
<u>P.S. Det. 10.3.33</u>		<u>BS. 8.38</u>
<u>P.S. Det. 10.1.37</u>		<u>MS. 9.37.</u>
		<u>CL.N. 9.37</u>

Cargo battens not fitted

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 — ft. 9 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition and Alterations (for Pumping and carrying Land in Bulk)

how done—Vessel placed in dry dock. Bottom and rudder cleaned, examined, put in good order and afterwards recoated.

General examination also made of Decks, ventilators and their coverings, casings, hatches, hatchways, steering gear chains, windlass and the general equipment.

Repairs—Several chafed rivets in rubbing bars above turn of bilge on P.S. sides renewed.

Three wasted deck plates, starboard side, aft deck renewed.

Approx 20'-0 of new tested 7/8 steering chain fitted to replace worn links. Two shackles, two G. sheaves and one rod bolt renewed.

10 wood hatch covers renewed. Several minor repairs carried out.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Paired or Repaired								
Paired or Repaired in place								

## PRESENT CONDITION OF THE

Decks <u>good.</u>	State if Tanks have been examined inside <u>no.</u>	Air and Sounding Pipes <u>good.</u>	Copper, or Y.M. of Wood Vessels <u>(State if on Deck)</u>
Caulking of Decks <u>good.</u>	State if Tanks now tested <u>no.</u>	Dblng. Plates under Sounding Pipes <u>good.</u>	When put on <u>Month</u> Year <u>—</u>
Coamings <u>good.</u>	Bulkheads <u>good.</u>	Engine Room Skylights <u>good.</u>	Boats <u>good.</u>
Beams & Fastenings <u>good.</u>	Ceiling <u>good.</u>	Coal Bunkers, Open'gs, Lids, &c. <u>good.</u>	Masts, Yards, &c. <u>good.</u>
Outside Plating <u>good.</u>	Cement or Asphalt <u>good.</u>	Oil Bunkers <u>good.</u>	Condition, how ascertained <u>from deck</u>
" " in way of sidelights <u>good.</u>	Rudder <u>good.</u>	Scuppers <u>good.</u>	(State if wedges removed) <u>—</u>
Breasthooks <u>good.</u>	Steering gear and its connections <u>good.</u>	Cargo Hatchways <u>good.</u>	Sails <u>—</u>
Transoms <u>good.</u>	Windlass <u>good.</u>	Hatches <u>good.</u>	Equipment letter <u>—</u>
Frames <u>good.</u>	Have pumps now been examined and found efficient? <u>—</u>	Planing of Wood Vessels <u>—</u>	Anchors, No. of <u>30.15</u>
Reverse Frames <u>good.</u>	Have Sluice Valves now been examined and found efficient? <u>—</u>	Caulking ditto <u>—</u>	Chain Locker <u>—</u>
Longitudinals <u>good.</u>	Have Watertight Doors now been examined and found efficient? <u>—</u>	Treenails ditto <u>—</u>	Cables (State if now ranged) <u>no</u>
Transverses <u>good.</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes.</u>	Breasthooks & Stems ditto <u>—</u>	" length <u>—</u> mean diam. <u>—</u>
Floors <u>good.</u>		Transoms Pointers, & Crutches ditto <u>—</u>	" Rule length <u>—</u> size <u>—</u>
Keelsons <u>good.</u>		Timbers of Frame at openings ditto <u>—</u>	Hawser & Warps <u>sufficient</u>
Stringers <u>good.</u>		Ditto Ditto at other places ditto <u>—</u>	Standing and Running Rigging <u>good.</u>
Inner Bottom Plating <u>—</u>		Stringers, Clamps & Shells ditto <u>—</u>	
		Salting ditto <u>—</u>	
		(State if examined.)	

## 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.

This vessel is, in my opinion eligible to remain as now classed and to have fresh record of survey 2-39. and to have notation of "Fitted for pumping and carrying sand in bulk" when the pumping arrangements have been completed.

Survey Fee (per Section 29) <u>alterations</u>	£	10	10	0
Special Damage or Repair Fee (if any) (per Sec. 29)	£			
Travelling Expenses (if chargeable)	£			
Second Surveyor's Fee (if any)	£			

Fees applied for, 23 FEB 1939

Received by me, 15.3.1939

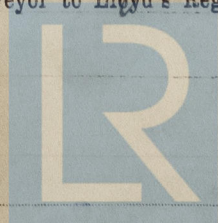
John T. Malay H. S. Turnbull  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 10 MAR 1939

Character Assigned 100A1

note Fitt. for pump & Carr. Sand in Bulk 2.39  
Dele Cargo battens

005377.005386.017013



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Lloyd's Register Foundation

S/S Glen Spray ex "Halladale"Alterations for Pumping and Carrying Sand in Bulk.

A sand tank has been constructed in the hold of this vessel, in way of the after part of hatchway by the erection of casings from the floor top bars to the lower edges of the hatch coamings. casing sides '32 with  $3 \times 3 \times 36$  angle stiffeners at main frame spacing. alternate stiffeners bracketed top & bottom. Longitudinal stringers fitted P+S sides between sand tank sides & ship's sides at mid height with continuous plate '30 &  $3 \times 3 \times 36$  angles. with intercostal lugs & vertical lugs on stiffeners.

Horizontal ties fitted bracketed to frames & stiffeners at mid height on alternate frames. End casings '375 fitted with  $6 \times 3 \times 34$  B angle stiffeners spaced 20" apart. The 4 centre stiffeners being attached to floor top bar with substantial brackets & lugs.

Bottom of sand tank plated over with '375 plates, electrically spot welded to existing floor top bars, margin angles riveted to <sup>tank</sup> bottom plating & side casings. all seams & butts of <sup>tank</sup> bottom plating electrically welded.

The bottom of vessel under sand tank - shell plating, floors, intercostals thoroughly scaled and coated with grease paint before bottom plating of sand tank was fitted. Main deck between original hatch end & new hatch end plated over '375 plates & beams  $6 \times 3 \times 34$  BA scarfed to every beam in way. original hatch end fittings i.e. cleats & feet aft beam sockets removed & fitted on new hatch end made by forward casing of sand tank. Margin angles fitted at deck.

Convex moulding fitted to top of new hatch end

3 Built plate longitudinal girders fitted under this new deck plating. Joints 9" deep & 34 with  $3 \times 3 \times 34$  face angles, deck & beam lugs. 1 Channel pillar  $6 \times 3 \times 40$  fitted at centre with brackets top & bottom.

Four aft beams & strapping shortened up to butt new hatch (hatch now 28'0" x 14'0")

3 overflow trunks 25, 10 fitted from holes 18" x 8" cut in hatch coaming sides & led overboard through holes cut in bulwark plating. Trunks 6/16 plate (fitted with two sluice doors each) electrically welded to hatch coamings.

Portable joints & bolts 2" plates fitted on inside of coaming over these trunk openings, to be used when cargo is being carried or when vessel proceeds to sea. These plates are permanently attached with chains.

Drain sump formed in one floor space at after end of sand tank. Floors in way made W7 and wing W7 intercostals fitted. Sloping transverse cover plate fitted from after casing of sand tank to floor plating. Four square openings in this plate fitted with perforated plates and coir matting waist as strainers.

2" air pipe fitted to Sump Space

New 3" centre suction strum fitted in Sump. Suction controlled by 3" valve outside sand tank casing, controlled from main deck. An extra 2" suction branched from this new suction line is now fitted in floor space immediately forward of Sump. Controlled by 2" valve operated from deck. Access to this strum is obtained through manhole in sand tank bottom. Steam ejector 1/2" dia with suction to P+S sides of Sump now fitted. & led to discharge overboard.

The existing bilge suction in the hold (original) have not been altered.

Measure  
noted  
in

FBD.

Sketch  
2/3

SS Glen Spray. 2

with the exception that the suction line to fore peak has been re-arranged to lead round outside the Port side of new sand tank.

The new suction in sand tank sump are controlled by a separate bilge drain pump which is to be installed when the vessel arrives at Swansea. Sealings have been built on S Side of Engine Room wall pipe connections satisfactorily fitted.

Access to the hold space round the sand tank is made through two manholes, fitted with bolted steel covers. These are cut one forward one aft in the original sloping end plates of the hatch (i.e. in the wench foundation seating).

The Actual Sand Pump has been fitted on wood keel on the new deck plating at forward end of original hatchway.

The whole of the above work has been satisfactorily carried out in accordance with the plans approved. Copies of these plans are retained in London. Copy of approved & amended pumping arrangement attached herewith.

The vessel was originally examined for condition as the SS HALLADALE ran Annual Freeboard Survey carried out.

She then changed hands & the new owners are now. South Wales Sand and Gravel Co. Ltd. Swansea.

Vessel name now "GLEN SPRAY"

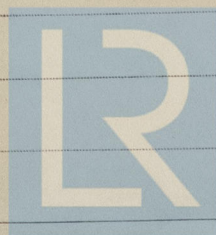
Port of Registry SWANSEA.

This vessel was also remeasured by BOT for alteration in tonnage for excess of hatchway and the new BOT Tonnages are NETT = 121.7  
Gross 305.09.

On completion of these alterations the hold space was flooded for testing the bottom of Sand Tank and the Sand Tank casings satisfactorily have tested & ✓

Plans  
attached  
Fbd.

Plans  
attached  
Fbd.



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