

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 6th May, 1944 When handed in at Local Office 6.5.1944 Port of GLASGOW.

No. in Survey held at GRANGEMOUTH Date, First Survey 24th April Last Survey 4th May 1944  
eg. Book. 2853 on the Wood, Iron or Steel S.S. "DUNVEGAN HEAD" (No. of Visits Three.)TONNAGE: — Built at ARDROSSAN By whom ARDROSSAN D.D. & S.B. CO., LD. When 1920 MONTH 1  
GROSS 638 Owners A.F. HENRY & MACGREGOR LTD. Owners' Address —  
UNDER DECK 424 Managers — Port belonging to LEITH  
NET 296

Surveyed Afloat or in Dry Dock? BOTH Name of Dock CARRON DOCK. Destined Voyage —

ell DBor DBa feet; uE & B feet; f feet  
tal capacity tons. FPT tons; APT tons; MT feet tons.  
Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 111663 Port Lon.

Periodical Surveys, when held, must be reported in detail and serially 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.

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

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

NOT REQUIRED.

Was a damage report made by anyone else? if so, by whom? CORMACK OF LEITH

PAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE DUE TO GROUNDING (See London Rpt. No. 111663 dated 22.1.44 and also Special Reasons List.) and DOCKING.

## DAMAGE DUE TO GROUNDING.

Stated to have been sustained due to vessel grounding on 16th January 1944 off No. 7 Buoy, River Orwell, whilst on a voyage in ballast from Ipswich to London.

Examined bottom shell and rudder found bottom plating slightly set up, the following plates being affected:— "C" strake Nos 4, 5, 6 and 7 port side (numbered from forward) "B" strake Nos. 1 and 2 starboard side, the bilge keels, port and starboard were slightly buckled and the rudder gudgeon bushes were found to be slack.

As this damage is of slight nature and does not affect the seaworthiness of the vessel, it is proposed to effect permanent repairs to the rudder and temporary repairs to the shell plating.

Summary of Damage Repairs:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								p.t.o.
Removed and Fair'd or Repaired								2 rudder pintles built up with E.W.
Fair'd or Repaired in place ...								3 rudder gudgeon bushes renewed & mach. incl.
								Riser fitted in bottom rudder gudgeon.

## PRESENT CONDITION OF THE

Good	Bulkheads Good in spaces examined	Engine Room Skylights Good.	Copper, or Y.M. (State if on belt.)
Good	Ceiling do.	Coal Bunkers, Openings, Covers, &c. Good.	When fitted, Month Year
Good in spaces examined	Cement or Asphalt Not examined.	Oil Bunkers	Boats Good.
Efficient	Rudder Good.	Scuppers Good.	Masts, Yards, &c. Good.
Not examined	Steering gear and its connections Good.	Cargo Hatchways do.	Condition, how ascertained (State if wedges removed.) No.
Good in spaces examined	Windlass Good.	Hatches do.	Equipment letter 1
do.	Have pumps been examined and found efficient? Not examined.	Planking	Anchors, No. of 3B and 1S
do.	Have Sluice Valves been examined and found efficient? Not examined.	Caulking	Cables (State if now ranged) No.
do.	Have Watertight Doors been examined and found efficient? Not examined.	Treenails	" length mean diamr. (on board) Stated to be complete
do.	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson	" Rule length size
No.	Air and Sounding Pipes Good in spaces examined	Transoms, Pointers & Crutches	Chain Locker Not examined.
No.	Doubling Plates under Sounding Pipes Not examined.	Timbers of Frame at openings	Hawsers & Warps Good.
		" " at other places	Standing and Running Rigging Good.
		Stringers, Clamps & Shelves	Sails
		Sarking (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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel as far as now seen is in an efficient condition, and eligible in my opinion to remain as at present classed in the Register Book with fresh record of survey 5,44 subject to permanent repairs to fore-castle plating etc., starboard side, being effected at Owner's convenience and to set up bottom plating and framing etc., in way thereof being permanently repaired at Owner's convenience.

Survey Fee (per Section 29)	£	:	-	:
Special Damage or Repair Fee (if any) (per Sec. 29)	£	2	:	2 : 0
Swelling Expenses (if chargeable)	£	-	:	14 : 6
Second Surveyor's Fee (if any)	£	:	-	:

Fees applied for, 16 MAY 1944

Received by me, J.S.

Committee's Minute GLASGOW 16 MAY 1944 J.H.

Character Assigned 5.44 Gmk subject

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

W240-0030(1/2)



The bottom shell was specially examined for damage due to grounding as stated above.