

Rpt. 8  
NK

NEWCASTLE ON TYNE

116292

Date of writing Report ..... When handed in at Local Office ..... Received London .....  
Survey held at Howdon on Tyne No. of Visits 7 First Date 1.6. 19 59 Last Date 18.6.59

# REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B. 61559 on the ~~iron~~ xxx ~~Steel~~ S.S. "FULHAM II" Tons gross 1598  
Built at Burntisland By Whom Burntisland S.B.Co.Ltd. When 1936 8  
Owners Central Electricity Authority Owners' address (If not already in R.B.)  
Managers Stephenson Clarke Ltd. Port of Registry London  
Surveyed Afloat or in Drydock Both Name of Dock Clelands (Successors) Ltd. Date of last examn. in Drydock 18-6-59

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 115315 Port N.W.C.  
To be filled in at Head Office. Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Plates are replaced or retested the necessary particulars are to be given on Report 8(Eq) and is to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
* 100 A1 with freeboard S.S. 4.56 Dkg. 5.58	* LMC Eng. 4.56 Boilers M.5.58 d. 5.58 Tailshaft O.G. 4.56 Steampipes 4.56

dates and references to any letters relating to this Report .....  
Damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined Yes Freeboard as marked on ship and now verified 6 ft 3 1/2 ins  
Owners Representative not required Was a damage report made by anyone else? If so, by whom? Underwriters

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING & DAMAGES

Damage I.  
stated to have been caused by collision with s.s. "Corfen" at Erith 6.7.58. Situated on stbd. side bulwark abreast No.1 hatch.

Damage II.  
stated to have been caused by collision with "SIR DAVID II" 26.4.59. situated on stbd. side bulwark abreast No.2 hatch.

Damage III.  
stated to have been caused by grounding off Hawthorn Leslie's River Tyne 9.9.58. Situated on starbd. fore foot. permanent repairs now done.

Damage 1.  
No.1 bulwark plate from fwd. removed faired and refitted.  
bulwark rail bar in way cropped removed faired and refitted.  
at end of forecastle rising plate cropped removed faired and refitted.  
bulwark stiffener and 1 bulwark stay renewed.  
bulwark stiffeners removed faired and refitted.  
upper edge of main sheerstrake faired in place inway.

CONTINUATION OVER/OR SHEET XX

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	<del>Stays</del> Bulwark stays	Other Items
renewed							3	Bulwark plates
removed and Faired or Repaired								2
renewed or Repaired in place								2

Survey also been held on machinery of the Ship? Yes Is Classification Certificate required? If so, to be sent to No  
Is the Report sent now, or when will it be sent? Now Has Interim Certificate been issued? Yes

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS  
State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This ship so far as now surveyed is eligible in our opinion to remain as classed with record of Docking 6.59

DSG.59  
18/6/59

W.E. Blair J.R. Crone  
Surveyor to Lloyd's Register of Shipping  
W.E. Blair & J.R. Crone.

THURSDAY 16 JUL 1959

DSG.59  
TS6.59 MBS6.59



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DOCKING AND ANNUAL FREEBOARD SURVEY.

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	Yes Part	Yes
Rudder lifted	No	A.P. "	No	No
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)	No	No
Hatchways, Covers, closing and securing appliances	Yes	Fresh Water Tanks	No	No
Ventilator coamings, skylights, companionways and closing appliances	Yes	Deep Tanks	No	No
Holds	Yes Part	Oil Fuel Bunkers and Settling Tanks	None	-
'Tween Decks	Yes Part	Side Tanks	None	-
Fore Peak Spaces	Yes Part	Wing Tanks	None	-
After " "	No	Other Tanks	No	No
Engine Space	Yes Part	Cargo Tanks (Tankers)	-	-
Boiler	Yes Part	Cofferdams	-	-
Under Engines and Boilers	No	Pump Rooms	-	-
Tunnel and Well	None/No			
Coal Bunkers	No			
Chain Locker	Yes Part			
Other Spaces	None exd.			

Have Tanks now Examined been Cleaned as Necessary? **Not required**  
 Have Struts in Cargo Tanks (of Tankers) been removed? **None**  
 Have Tanks been Retested as necessary after completion of any Repairs? **Not required**  
 Have the spaces now surveyed been cleared and cleaned as necessary? **Yes**  
 Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? **Not required**  
 Have the bilges been cleaned out and examined? **No** Has cement in bottom been examined? **No**  
 Has steelwork had rust removed and afterwards been recoated as necessary? **Yes**  
 Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? **None**  
 Has a Load Line Survey been held? **Yes** If so, state which **Annual F S**  
 Have the shell and deck plating been drilled as per Rule? **Not required** If so, Report 8(Dr) to be attached  
 Have any alterations to the approved scantlings and arrangements now been effected? **No** If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes, or All—Yes

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good	Ceiling and Cargo Battens	None	Sluice Valves examined and found	None
" " in way of side scuttles	Not exd	Cement or Asphalt	None exd	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Not exd
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good	Condition, how ascertained (State if wedges removed)	From deck
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Part exd Good
Beams and Fastenings	Part exd Good	Shell Openings	Good	EQUIPMENT	
Frames	Part exd Good	Ash Shoots	None	Equipment Letter	P
Reverse Frames	None exd	Overboard Discharges and Scuppers	Good	Anchors, No. of	3B 1S Condition Good
Longitudinals	None	Freeing ports	Good	Cables (State if now ranged and examined)	Yes
Transverses	In fore peak part exd Good	Steering Gear (Main and Auxiliary) examined and found	Good	" length 240 fms mean diam. 1.9/16"	
Floors	" " " " " Good	Windlass examined and found	Good	" Rule Length 240 fms Size 1.5/8"	
Keelsons	" " " " " Good	Pumps	None exd	Hawsers and Warps	Sufficient Good
Stringers	" " " " " Good	W.T. Doors	None	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	No
Inner Bottom Plating	Part exd Good				
Bulkheads and Tunnel	Part exd Good / None				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? **None** See Below **-**

REMARKS, REPAIRS, Etc. (Contd.)  
**DAMAGE II.**  
 No.4 bulwark plates from bridge removed faired and refitted.  
 Flange on lower edge in way washport cropped and 3 1/2" x 3 1/2" x .30" OA fitted.  
 Nos. 5 & 6 bulwark plates from bridge released and faired in place.  
 About 30 feet bulwark rail bar removed faired and refitted.  
 4 bulwark stiffeners removed faired and refitted.  
 3 bulwark stays renewed. Deck lugs faired in place.  
**Damage III.**  
 Starboard forefoot plate faired in place.

Survey Fee **WEAR & TEAR £5-0-0** Second Surveyor's Fee (if any) \_\_\_\_\_  
 Special Damage or Repair Part (if any) **£5-5-0** Date when A/c. Rendered \_\_\_\_\_  
 Travelling Expenses (if chargeable) \_\_\_\_\_

9a Contn. Sheet  
 of NEWCASTLE-ON-TYNE.  
 Continuation of Ship/... Report No. 116292 dated  
 on the S.S. ~~MOCKY~~ "FULHAM II"  
 A number of shell rivets caulked in way.  
 Conditions of Class:- Nil.  
**WEAR AND TEAR REPAIRS:**  
**Coal Bunkers**  
 Forward bulkhead of bunker in way of saddle back: Renewed (5 plates)  
 Boundary angle in way. : Renewed.  
 After bulkhead, doubling plates fitted full length of bulkhead riveted and welded  
 Standing flange of after bulkhead boundary bar removed and flat bar welded.  
 Apex of saddle back: Doubling plate fitted full length  
 Bunker hatch coamings: doubling plate fitted p & s.  
 " " " 2 stiffeners renewed  
 6 hatch cleats: removed faired and refitted.  
**No.1 Hold**  
 Forward hatch end coaming plate: faired in place  
 No.4 & 5 hatch beams top bars: faired in place (2)  
 Approx. 8 tank top rivets: caulked  
**No.2 hold**  
 No.5 hatch beam top bar: faired in place  
 Approx. 20 tank top rivets: caulked  
 Aft keel plate approx. 18 rivets ring welded  
 A number of defective rivets ring welded in rudder. Cheek plates, aft keel plates and bilge plating.  
 A number of minor repairs also effected.  
**FREEBOARD ITEMS.**  
 23 portlights rerubbered  
 1 " glass renewed  
**E.R. Skylight.**  
 4 bullseye glasses renewed  
 4 flaps and quadrants overhauled  
 Access hatches overhauled and greasy hemp packing renewed.  
 Chain locker hand pump made workable  
 1 Gooseneck to airpipe renewed  
 8 wood covers to No.1 hatch renewed and Nos.4, 5 beam top bars: faired in place  
 No.1 hatch coaming, fore end, faired in place  
 13 wood covers to No.2 hatch renewed  
 9 wood covers to No.3 hatch renewed  
 Airpipe to No.3 D.B. tank renewed (S.S.)  
 DAMAGE ① = £ 2-2-0  
 DAMAGE ② = £ 2-2-0  
 DAMAGE ③ = £ 1-1-0  
 30 JUN  
 Lloyd's Register Foundation  
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