

24 SEP 1957

Rpt. 8. /R.

(Received at London Office)

No. 114658

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 11-9-57 When handed in at Local Office 12-9-57 Port of NEWCASTLE-ON-TYNE  
No. in Reg. Book 11177 Survey held at South Shields Date, First Survey 15-8-57 Last Survey 5-9-1957  
on the Wood, Iron or Steel "FULHAM" (No. of Visits 8)

TONNAGE:— Built at Burntisland By whom Burntisland S.B. Co., Ltd When 1936 MONTH 2  
GROSS 1598 Owners Central Electricity Authority Owners' Address -  
UNDER DK - Managers Stephenson Clarke Ltd. (If not already recorded in Appendix to Register Book)  
NET 878 Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Brigham & Cowans Destined Voyage -  
Cell/Dor/Dba ✓ feet: u&B feet: ✓ feet: ✓ feet: ✓  
total 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. 114649 Port NWC ✓

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

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.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>+100 A.1.</u>	<u>+LMC 9.54</u>
<u>with freeboard</u>	<u>B.S. 8.56</u>
<u>S.S. Pen. 9.54</u>	<u>O.G. 8.56</u>
<u>11.56</u>	

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. Yes Society's Freeboard not assigned as painted on Ship and now verified 6 fl. 3 1/2 ins.  
Owner's Superintendent not required Was a damage report made by anyone else? if so, by whom? Underwriters

REPAIRS, OR EXAMINATION AS PER RULE FOR DOCKING AND DAMAGE:—

NOW DONE:—  
Vessel placed in drydock. Shell plating, sternframe and rudder (not lifted) cleaned, examined and coated. (Vessel undocked on the 4th September, 1957)  
EXAMINED:—  
Weather decks, hatchways with their closing and securing appliances, ventilators and other deck openings; casings and superstructure bulkheads with their closing appliances, windlass, general equipment, main and auxiliary steering arrangements, part No.1 hold, part coal bunkers and part machinery space, anchors, cables and chain locker.  
Annual Load Line Survey now carried out.  
All parts surveyed, found or placed in good condition.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	<u>7</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Removed and Fair'd or Repaired	<u>3</u>	<u>6</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Fair'd or Repaired in place ..	<u>6</u>	<u>3</u>	<u>-</u>	<u>1</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	<u>Good</u>	<u>Pt. Exd.</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>(State if on Felt.)</u>
Caulking of Decks	<u>Good</u>	<u>Ceiling</u>	<u>None</u>	<u>Good</u>	<u>Good</u>	<u>When fitted, Month</u>	<u>Year</u>
Coamings	<u>Good</u>	<u>Cement or Asphalt</u>	<u>Not Exd.</u>	<u>Good</u>	<u>None</u>	<u>Boats</u>	<u>-</u>
Beams & Fastenings	<u>Pt. Exd.</u>	<u>Rudder</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Masts, etc.</u>	<u>Good</u>
Outside Plating	<u>Good</u>	<u>Steering gear and its connections</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Condition, how ascertained</u>	<u>From Deck</u>
" " in way of sidelights	<u>Not Exd.</u>	<u>Windlass</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>(State if wedges removed)</u>	<u>None</u>
Frames	<u>Pt. Exd.</u>	<u>Have pumps been examined and found efficient?</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Equipment letter</u>	<u>p</u>
Reverse Frames	<u>Not Exd.</u>	<u>Have Sluice Valves been examined and found efficient?</u>	<u>Not Exd.</u>	<u>Good</u>	<u>Good</u>	<u>Anchors, No. of</u>	<u>3B-1S</u>
Longitudinals	<u>None</u>	<u>Have Watertight Doors been examined and found efficient?</u>	<u>Not Exd.</u>	<u>Good</u>	<u>Good</u>	<u>Cables (State if now ranged)</u>	<u>Ranged</u>
Transverses	<u>None</u>	<u>Have Ventilators and their Coamings been examined and found efficient?</u>	<u>Not Exd.</u>	<u>Good</u>	<u>Good</u>	<u>" length 240f mean diamr</u>	<u>Not Gauged</u>
Floors	<u>Not Exd.</u>	<u>Air and Sounding Pipes</u>	<u>None</u>	<u>Good</u>	<u>Good</u>	<u>" Rule length 240f size</u>	<u>10/16</u>
Keelsons	<u>Not Exd.</u>	<u>Doubling Plates under Sounding Pipes</u>	<u>None</u>	<u>Good</u>	<u>Good</u>	<u>Chain Locker</u>	<u>Good</u>
Stringers	<u>Not Exd.</u>		<u>Not Exd.</u>	<u>Good</u>	<u>Good</u>	<u>Hawsers &amp; Warps</u>	<u>Good</u>
Inner Bottom Plating	<u>Pt. Exd.</u>		<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Standing and Running Rigging</u>	<u>Good</u>
Have the Tanks been examined internally?	<u>No</u>		<u>Above Dk.</u>	<u>Good</u>	<u>Good</u>	<u>Sails</u>	<u>None</u>
Have the Tanks been tested?	<u>See Report</u>		<u>Not Exd.</u>	<u>Good</u>	<u>Good</u>		

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 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 as No. 1-38."  
It is submitted that this vessel, so far as now seen is eligible in my opinion to remain as classed with fresh record of drydocking 9.57.

Survey Fee (per Section 23) £ - : - : - Fees applied for  
Special Damage or Repair Fee (if any) £ 9 : 9 : 0  
Travelling Expenses (if chargeable) £ - : - : - Received by me, M. Donaldson  
Second Surveyor's Fee (if any) £ - : - : - Surveyor to Lloyd's Register of Shipping.  
Committee's Minute M. DONALDSON

Character Assigned Ds 9.57  
Tuesday 8 Oct 1957  
Noted for Header  
Lloyd's Register of Shipping  
002659-002666-0075 1/2  
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REPAIRS WEAR AND TEAR:-

SHELL:-

A number of heavily scrubbed rivets scattered in Nos. 1 and 2 keel plates and shell plates Port B5 from forward also on port side shell plating amidships now cleaned and made good by electric welding.

ANCHORS AND CABLES:-

Port anchor shackle pin hardened up.

Starboard anchor crown pin bushed.

Starboard anchor shackle pin renewed from tested material.

A number of slack studs in chain cables hardened up.

Odd minor repairs effected.

OUTSTANDING CONDITIONS OF CLASS:-

Nil.

DAMAGE:-

The following damages were stated to have been caused by:-

- (1) Contact with lock entrance at Grimsby on the 22nd October, 1956.  
(Port side shell plating etc., in way of No.1 Hold).
- (2) Collision with the "FULHAM VIII" on the 23rd March, 1957.  
(Port side shell plating etc., in way of machinery space and coal bunker).
- (3) Contact with the swing bridge at Newcastle-on-Tyne on the 7th May, 1957.  
(Starboard side shell plating in way of No.2 D.B. tank).

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.		
	Length.	Diam.	Strain.	Breaking.	Supplied.	Per Rule.	Length.	Diam.							
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Ins.			

NOW DONE FOR DAMAGE:-

Vessel placed in drydock. Shell plating, sternframe and rudder cleaned, examined and re-coated for Damages (1) and (3).

REPAIRS NOW DONE FOR DAMAGE:-

- (1) SHELL:- Port F3 from forward removed, faired and replaced (1)  
Port G3, 4 from forward faired in place (2)
- FRAMES:- 3 in number removed, faired and replaced (3)  
1 in number faired in place (1)

Continued on page 3.....

REPAIRS NOW DONE FOR DAMAGE:- (Continued).

- (2) SHELL:- Port G4, H3 from aft removed, faired and replaced (2)  
Port G5, H4 from aft faired in place (2)
- FRAMES:- 3 in number faired in place (3)
- (3) SHELL:- Starboard D2,3 from aft faired in place (2)
- FLOORS:- Starboard 1 in number faired in place (1)
- FRAMES:- Starboard 2 in number faired in place (2)

On completion of the above damage repairs, No.2 double bottom tank tested. Shell plating hose tested as necessary and repairs considered satisfactory. Structure recoated as necessary.

INTERIM CERTIFICATE:-

Issued, copy attached and one copy placed on board.

SEPARATION OF DAMAGE FEE:-

- (1) £3 - 3 - 0
- (2) £4 - 4 - 0
- (3) £2 - 2 - 0

*H. Donaldson*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.