



CHARLES DICKENS

2.

Now Done Vessel placed in drydock, bottom and rudder cleaned, examined and found placed in good condition and afterwards recoated.

DAMAGE (1). Situated on (S.S.A)

SHELL PLATING (numbers from aft)

H 7 plate repw; E 6, F 6, G 6, 7, H 6 removed, faired and refitted

E 5+7, F 5+7+8, G 5, H 5, plates faired in place.

14 main side frames removed, faired and refitted with brackets, 1 beam knee renewed.

11 beams faired in place.

1 spurting plate removed, faired and refitted, 1 plate faired in place.

Bower anchor + 30 fms cable now supplied and fitted. This equipment stated lost at time of collision (see below)

DAMAGE (2) No 1 counter plate from aft S.S. in front below poop then cropped and part renewed.

DAMAGE 3 2 bulwark plates complete with stanchions + rail bar removed, faired and refitted (S.S.A)

2 bulwark brackets removed, faired and refitted

Rails + stanchions in way repaired as necessary.

DAMAGE (4) (Port Side forward)

SHELL PLATING K 2 (main sheer) renewed.

J 3, H 2, G 2+3 plates renewed. K 3 faired in place.

2 fo'c'le plates renewed. 1 fo'c'le side plate renewed.

1 bulwark plate with rail bar, renewed,

8 shell frames renewed, 1 frame faired in place.

3 beam knees, 2 frame brackets renewed.

3 fo'c'le deck plates renewed, 5 beams cropped and part renewed.

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

#### ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, lbs. 1000.			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.	lbs.		
5886	1st Bower	61	2	0				49	3	3	0			Stockless Anchor		L.P.H. C.H. 28/6/44 W.V.N.
	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.	Stain-tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
24394	15 1/2	2 3/16	86	226	10 1/2	37-0-25			Stud link		L.P.H. Sunderland 27/14/46 F.W.D.
24395	15 1/2	2 3/16	ditto	ditto	36-2-26				ditto		ditto
18814	end shackles for 2 1/2" dia cable.				1-09				This shackle is not new but has been previously used.		L.P.H. Sunderland 28/4/45 F.W.D.
	Iron Stream Chain or Steel Wire										

Stringer angles cropped and part renewed

guard rails repaired as necessary

all damaged fo'c'le bulkheads and partitions part renewed and placed in good condition

No 1 hold 1 stringer plate cropped and part renewed with face and shell connections

1 " bracket removed, faired and refitted

1 stringer plate removed, faired and refitted with face and shell connections

3 frames cropped and part renewed.

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Rpt. 9a.

Port of NEWCASTLE-ON-TYNE

Continuation of Report No. 103883 dated 5/8/46

on the

CHARLES DICKENS

3

DAMAGE (A) (contd)

1 beam, <sup>knee</sup> removed, faired and refitted, 2 knees renewed.

3 beams faired in place.

1 deck stringer plate removed, faired, and refitted.

Now Done for Special Survey

In conjunction with the above damage repairs, vessel placed in dry dock, bottom and rudder cleaned, examined and found placed in good condition and afterwards recoated. Rudder lifted.

The large fresh water tanks in holds which were used whilst on Special Operational duties now removed.

Holds, tween decks, decks, engine & boiler spaces, under engine and boilers, bunkers, chain locker, anchors and chain cables, fore peak tank internally, fore peak spaces, after peak tanks, after peak spaces, all double bottom tanks internally, plating under side lights, hatch way covers, supports and battening arrangements, air and sounding pipes, masts, rigging, windlass, steering gear, ventilators, coamings and closing appliances, pumps, etc. doors, equipment and boats examined and all found placed in good condition.

The load line markings verified and repainted in.

Bulging removed as required, structure in way found good and duly replaced in good order.

All double bottom tanks, fore and after, peak tanks satisfactorily tested to Sub Requirements.

Cement blocks removed, structure found good in way, cement replaced in good order.

Striking plates found or fitted under all sounding pipes.

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

A Renewal Load Line Survey held, repairs effected. Report forwarded.

Wear & Tear Repairs

A number of defective side & shell bottom rivets renewed in good condition. A number of pittings in starboard side shell plating efficiently elect. welded.

Chain locker 6 plates at chain locker bulkhead renewed.

2 stiffeners renewed, 2 stringers cropped & part renewed.

Centre line division plate renewed.

Fore peak Tank

Wash bulkhead boundary angles renewed, with 2 stiffeners

8 beam knees renewed,

3 stringer plates fitted with face angle.

2 doubling plates fitted to tank top plating

Upper Bunker Luen Boes

3 deck plates renewed, 2 plates fitted with doublers

2 hatch coamings renewed.

5 machinery casing plates renewed.

1 frame fitted with plate strap

Cement angle part renewed.

Lower Bunker Luen Boes

5 deck plates renewed, 4 plates doubled.

Cement angle cropped & part renewed.

4 casing plates renewed with stiffeners.

Fiddly Casing Top

2 doublers fitted to casing top.

Rudder. Examined in lifted position. 3 pintles + 4 bushes renewed.

Anchor + Cables Ranged and examined. Minor repairs effected. Bower anchor + 30 fms.

cable now supplied. For particulars see page 2 of report.

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**"CHARLES DICKENS"**

4.

Wear & Tear Repairs (Contd)

Steering gear opened out. All rods, chains, fairleads overhauled and placed in good working order and afterwards satisfactorily tested.

A number of wood hatch covers and all placed in good order.

Minor wear and tear repairs also effected.

On completion of all the above repairs the gun and disturbed work well coated.

NOTE. The following items now effected in connection with part conversion from coal to oil fuel burning.

N<sup>o</sup> 2, 4 & 5 double bottom tanks now fitted with heating coils for the carriage of oil fuel.

A cofferdam has been built between N<sup>o</sup> 3 D.B. tank (fresh water) and N<sup>o</sup> 4 D.B. tank and satisfactorily tested. Suitable bilge suction, air and sounding pipes fitted to this space.

Two oil fuel storage tanks (previously used as fresh water tanks) now fitted at after end (IP 15) of N<sup>o</sup> 2 hold in accordance with approved plan (forwarded herewith:)

A strongly constructed steel bulkhead built across ship, isolating these storage tanks from cargo space and having oil tight coaming plate. The bilge frame bracket (P & S) in way made oil tight.

A bilge suction fitted serving bilges of tank space, and original hold bilge suction moved forward of new bulkhead to serve N<sup>o</sup> 2 hold.

The settling tanks (see approved plan herewith) not fitted at this time.

Adequate ventilation has been fitted to isolated <sup>oil</sup> storage tank compartment.

The short sounding pipes to D.B. oil fuel tanks fitted with self closing cocks.

Suction line to aft peak tank and N<sup>o</sup> 3 D.B. tank fitted in accordance with approved plan (copy herewith.) These tanks are fresh water tanks.

See also Machinery report for remainder of work carried out in connection with <sup>part</sup> conversion from coal to oil fuel burning.

It is the Owners intention to complete the oil fuel burning system at the earliest possible opportunity.

NOTE Since the new load line certificates were issued notification has been given by the Ministry of War Transport that the Vessel's tonnages have been altered on account of remeasurement. See page 117 of report for new tonnage.

Arrangements have been made with the Owner's Representatives to have the load line certificate and copy suitably altered at the first possible opportunity.

H. L.  
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