

Rpt. 8

NEWCASTLE-ON-TYNE

No. 115776

Date of writing Report 3.12.58. When handed in at Local Office 9 DEC 1958 Received London 10 DEC 1958
Survey held at South Shields No. of Visits 23 First Date 13.10.58 Last Date 27.11.58

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. 56779 on the Iron or Steel M.S. "CITY OF CARLISLE" Tons gross 9913
Built at Birkenhead By Whom Cammell Laird & Co. Ltd. When 1946 Month 2
Owners Ellerman & Bucknall S.S. Co. Ltd. Owners' address (If not already in R.B.) London
Managers Port of Registry London
Surveyed Afloat or in Drydock Both Name of Dock Brigham & Cowan Date of last examn. in Drydock 14.11.58.

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

Last Report: No. 38802 Port hon
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) which is to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
*100A1 with fbd.	*IMC.
Carrying cargo oil FP above	E 3,54
150°F. in M.T.	M. 6,57
SS. LIV. 3,54	d. 7,58
Dkg. 3,58	sg. 7,58
	TS:CL. 9,56
	sps. 3,54

dates and references to any letters relating to this Report. Classn(H) 17.9.58.

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 Owners Freeboard as marked on ship and now verified 13 ft 1 1/2 ins
Superintendent not required. Was a damage report made by anyone else? If so, by whom? Yes Owners

COMPLETION OF SPECIAL SURVEY 'C', DAMAGE & ALTERATION.

EXAMINATION AND REPAIRS AS PER RULE FOR Ship 12 years old.

REPAIRS WEAR & TEAR.

Shell. A number of defective rivets renewed in way of Diesel Tank starboard, fore peak, and No.1 D.B. tank forward p.s. Odd rivets and seams caulked in way of Fore Peak and D.B. tanks generally.

Stringer slotted in port side settling tank, doubler fitted to shell in way of small fracture. Fracture welded up.

Doubling plates fitted on plates G10, H11 port F9, G10, H11 Starboard in way local corrosion (scupper discharge).

Poop Deck. Water way aft part doubled (local corrosion)

Upper Deck. Middle Line and A strake renewed complete between Nos. 5 & 6 hatches, also 1 plate p.&s. in B strake with No.6 hatch corner doublers and 1 plate p.&s in C strake abreast No.6 hatch.

1 doubling plate fitted starboard side between Nos. 1 & 2 hatches in way of local corrosion.

Deep Cofferdam. 1 stiffener part rewelded.

Minor leakage from O.F. Bunkers p. & s. caulked.

CONTINUATION OVER/ON SHEET X

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	3&1pt.	-						See report
Removed and Faired or Repaired	9&2 pt.	5						
Faired or Repaired in place	35	68						

Has a Survey also been held on machinery of the Ship? Yes
If so, is the Report sent now, or when will it be sent? Now
Is Classification Certificate required? If so, to be sent to Yes Owners
Has Interim Certificate been issued? Yes, and copy placed on board

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 is eligible in my opinion to remain as classed with record of Docking 11,58 and to have the notation SS. Shl. 11,58.

S.R.L. Appendix. Windlass clutch hinge pin repaired by Metalock, as previously recommended.

L. Todd
Surveyor to Lloyd's Register of Shipping
L. TODD.

TUESDAY 20 JAN 1959

Date of Committee DS 11,58 without specdn
Minute SS. Shl. 11,58 ES 11,58
Mole Xc(h) TS 11,58 MS 9,58
30m 4,57 T. SPS 11,58

CERTIFICATE WRITTEN

Noted for Header



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Lloyd's Register Foundation

15 DEC 1958

Handwritten notes and stamps on the left margin.

115776

TABLE 1

COMP. OF SPECIAL SURVEY 'C', DAMAGE & ALTERATION. SURVEY

SHEET 2.

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

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	Yes
Rudder lifted	Yes	A.P. "	Yes	Yes
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)	All yes	All yes
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks	Yes	Yes
Hold	Yes	Deep Tanks	Yes	Yes
		Oil Fuel Bunkers and Settling Tanks	Yes	Yes
Tween Decks	Yes	Side Tanks		
		Wing Tanks		
Fore Peak Spaces	Yes	Other Tanks	Diesel Tank Yes	Yes
After " "	Yes			
Engine Space	Yes	Cargo Tanks (Tankers)	-	-
Boiler	Yes			
Under Engines and Boilers	Yes	Cofferdams	Yes	Yes
		Pump Rooms	-	-
Tunnel and Well	Yes			
Coal Bunkers	Yes			
Chain Locker	No			
Other Spaces	All yes			
		Have Tanks now Examined been Cleaned as Necessary?		Yes
		Have Struts in Cargo Tanks (of Tankers) been removed?		-
		Have Tanks been Retested as necessary after completion of any Repairs?		Yes

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? Yes
 Have the bilges been cleaned out and examined? Yes Has cement in bottom been examined? Yes
 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 Renewal
 Have the shell and deck plating been drilled as per Rule? No If so, Report 8(Dr) to be attached -
 Have any alterations to the approved scantlings and arrangements now been effected? Yes 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	Good	Sluice Valves examined and found	None
" " in way of side scuttles	Good	Cement or Asphalt	Good	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Good
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)	By examn. Rep. 14
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Not exd
Beams and Fastenings	Good	Shell Openings	Good	EQUIPMENT	
Frames	Good	Ash Shoots	None	Equipment Letter	e†
Reverse Frames	Good	Overboard Discharges and Scuppers	Good	Anchors, No. of	3B 1S Condition Good
Longitudinals	-	Freeing ports	None	Cables (State if now ranged and examined)	No
Transverses	-	Steering Gear (Main and Auxiliary) examined and found	Both	" length (on board) Rule Length	stated complete Size
Floors	Good	Windlass examined and found	Good	Hawsers and Warps	sufficient
Keelsons	Good	Pumps " " "	Good	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	No
Stringers	Good	W.T. Doors " " "	Good		
Inner Bottom Plating	Good				
Bulkheads and Tunnel	Good				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? Yes See Below

REMARKS, REPAIRS, Etc. (Contd.)
 A number of defective rivets renewed in deck plating and stringer bar abreast No. 6 hatch p. & s.
 No. 2 Hold. 1 shell frame faired in place.
 Aft bulkhead stiffener bottom connecting lugs 7 faired in place.
 No. 2 Lower Tween. 3 shell frames port 2 stb. faired in place.
 No. 2 Upper Tween. 2 shell frames port faired in place
 No. 3 Lower Tween. 2 deckbeams faired in place.
 2 deck plates released and faired in place p. & s.
 3 shell frames faired in place port
 No. 3 Hold. 3 shell frames port 2 stb. faired in place.

(CONTINUED SHEET 2)

Survey Fee £157. 0. 0.
 Special Damage or Repair Fee (if any) £48. 6. 0.
 Special attend. £5. 5. 0.
 Travelling Expenses (if chargeable) 1-8-9.
 Second Surveyor's Fee (if any) -
 Date when A/c. Rendered - 9 DEC 1958

pt. 9 Cont. Sheet

Port of NEWCASTLE-ON-TYNE

Continuation of Ship's Report No.

Continuation of Report No. 115746 dated 3.12.58.

on the S.S./M.S. "CITY OF CARLISLE"

REPAIRS WEAR & TEAR (CONTINUED)

No. 3 Upper Tween. 1 deck beam faired in place
 Rudder. Streamline plates renewed.
 Locking pintle renewed. Both pintles rewooded.
 Rudder and stock despatched to Sunderland Forge for Realignment.
 Certificate No. 1201 herewith covering repairs.
 Rudder carrier machined (both halves scored).
 Odd pittings on stern frame and rudder frame welded up.
 Rigging. Foremast, Mainmast and Jiggermast shrouds renewed p.&s.
 Main topmast backstay renewed starboard.
 FREEBOARD. All wood hatch covers renewed and fitted in galvanised iron frames on weather decks.
 2 sets of stormboard covers supplied
 4 ventilator wood plugs supplied
 3 ventilator canvas covers supplied
 27 air pipe canvas covers supplied
 23 Air pipe goose necks with gauzes renewed.
 Sundry minor repairs carried out.

DAMAGE 1. Stated to have been caused by contact with lock wall at Calcutta 17.6.54.
 Situated port and starboard No. 2 Hold.

Shell. (Nos. from aft)

Port. H.16 renewed.

J.15,16 faired in place.

Stbd. J16 cropped, part removed, faired, refitted, part renewed.

H16 renewed.

Internals. 1 shell frame cropped, removed, faired, refitted port.

4 shell frames faired in place port

6 shell frames faired in place starboard.

DAMAGE 2. Stated to have been caused by contact with lock, Calcutta 21.7.58.

Situated starboard side in way Nos. 2 & 3 tweens.

Shell. J.15 removed, faired and refitted.

H.15 faired in place.

Internals. 4 shell frames faired in place.

DAMAGE 3. Stated caused by heavy weather passage Colombo-Aden 26.8.58.

Upper bridge deck forward bulwark faired in place.

DAMAGE 4. Stated caused by heavy weather passage Port Said - Boston 14.5.55.

Situated on bottom shell and forecastle structure.

Shell. (Nos. from fwd) Keel 15 A strake

Port B4,5 part B4 stb. faired in place.

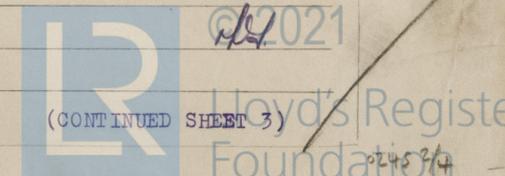
Forecastle deck B strake 1 plate faired in place p.&s.

4 deck beams port 3 stb. faired in place.

DAMAGE 5. Stated caused by contact with quay wall Bombay 7.6.56. Situated on starboard side in way Nos. 2 & 3 lower tweens.

shell. K15,16 removed, faired and refitted

J14, L14,15,16 faired in place.



on the S.S./~~MSX~~ "CITY OF CARLISLE"DAMAGE 5 (continued)

Internals 10 shell frames faired in place
2 deck beams faired in place.

DAMAGE 6. Stated caused by contact with quay Norfolk Virginia 12.3.58. Situated in
starboard side in way No.5 lower tween O.F.Bunker/^{and}Engine Room.

Shell. K9,10 removed, faired and refitted.
J8,9, L8,9,10 faired in place

Internals. 12 shell frames faired in place.
A number of defective rivets renewed.

DAMAGE 7. Stated caused by contact with quay London 31.10.57. Situated on starboard
side in way No.3 lower tween deck.

Shell J13, K13 faired in place

Internals 1 shell frame faired in place.

DAMAGE 8. Stated caused by contact with pier Boston, Massachusetts 25.10.55. Situated
on starboard side in way Nos. 3 & 4 lower tweendeck.

Shell. K12 cropped part removed, faired and refitted.
L12 faired in place.

Internals. 4 shell frames faired in place.

DAMAGE 9. Stated caused by contact with lock wall Calcutta 14.7.58. Situated on starboard
side in way No.5 lower tween deck.

Shell. K8 removed, faired and refitted.
J7, K7 faired in place.

Internals. 6 shell frames faired in place.

DAMAGE 10. Stated caused by contact with lock wall, Hull 6.10.57. Situated on port side
in way No.3 Lower Tween.

Shell. K14 removed, faired and refitted.
J13,14, L13,14 faired in place.

Internals. 5 shell frames faired in place
1 deck beam faired in place.

DAMAGE 11. Stated caused by contact with quay wall, Antwerp 4.10.57. Situated on port
side in way No.3 lower tweendeck.

Shell. K15 removed, faired and refitted.
J14, 15, L14, 15 faired in place.

Internals. 4 shell frames faired in place
1 deck beam faired in place.

DAMAGE 12. Stated caused by contact with lock wall Antwerp 13.10.57. Situated on port
side in way 3 & 4 lower tween decks and Engine Room O.F.Bunker.

Shell. K10,11 cropped and part renewed in 1 plate
K12 removed, faired and refitted.
J9,10,11, K9,10, L10, 11 faired in place.

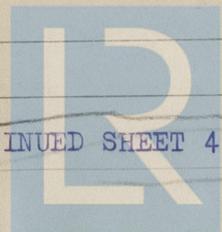
Internals. 4 shell frames cropped, removed, faired and refitted.
5 shell frames faired in place

4 d4 deck beams faired in place

No.65 bulkhead wing plate cropped and part renewed.

A number of defective rivets renewed.

(CONTINUED SHEET 4)



on the S.S./~~MEX~~ "CITY OF CARLISLE"DAMAGE FEES.

1. £6. 6. 0.

2. £3. 3. 0.

3. £2. 2. 0.

4. £3. 3. 0.

5. £5. 5. 0.

6. £5. 5. 0.

7. £2. 2. 0.

8. £3. 3. 0.

9. £3. 3. 0.

10. £3. 3. 0.

11. £3. 3. 0.

12. £8. 8. 0.

ALTERATION & ADDITION

The thrust block seating has been removed and completely rebuilt per approved plan herewith.

A new 3½" screw down non-return valve has been fitted at ship side port and doubler fitted in way. This being the discharge side of a new oily water separator sited on Refrig. machinery platform.

CONDITIONS OF CLASS.

In view of repairs carried out Damages⁵/6 & 12 above it is recommended the item shell plate rivetting in way O.F. bunker tanks (p.&s.) amidships may now be deleted.

S.R.L. APPENDIX.

Repairs carried out Damage 4 above Damage 10,11,12 and repairs wear and tear it is recommended that the items "Indented shell plates A4 p.&s" "Shell plating etc.p.s." "E.R. store set in" and "Indented No.3 lower tween deck plating (p.s.)" respectively may be deleted.

The windlass clutch pin repaired by Metalock remains efficient, it is recommended this item be retained as at present.



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