

Rpt. 8

NEWCASTLE-ON-TYNE

Port

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

Year 1946 Month 2

Built at Birkenhead

By Whom

Cammell Laird & Co. Ltd.

When

Owners Ellerman & Bucknall S.S. Co. Ltd.

Owners' address (If not already in R.B.)

London

Managers

Port of Registry

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

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.

dates and references to any letters relating to this Report

Classn(H)

17.9.58.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
*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

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.

AMINATION 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 2

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 Faird or Repaired	9&2 pt.	5						
Faird or Repaired in place	35	68						

Has a Survey also been held on machinery of the Ship? Yes

Is Classification Certificate required? If so, to be sent to Yes Owners

If so, is the Report sent now, or when will it be sent? Now

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.

Surveyor to Lloyd's Register of Shipping

L. TODD.

TUESDAY 20 JAN 1959

Date of Committee

Minute

Mole X (u)

DS 11,58 without specdn

S.S. Shl. 11,58 ES 11,58

TS 11,58

MS 9,58

SPS 11,58

Tom 4,57 T.

CERTIFICATE WRITTEN

Noted for Header



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR COMP. OF SPECIAL SURVEY 'C', DAMAGE &amp; ALTERATION. SURVEY

SHEET 2.

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			
Holds	Yes	Fresh Water Tanks	Yes	Yes
		Deep Tanks	Yes	Yes
"Tween Decks	Yes	Oil Fuel Bunkers and Settling Tanks	Yes	Yes
		Side Tanks		
Fore Peak Spaces	Yes	Wing Tanks		
After " "	Yes	Other Tanks	Diesel Tank Yes	Yes
Engine Space	Yes			
Boiler	Yes	Cargo Tanks (Tankers)	-	-
Under Engines and Boilers	Yes			
Tunnel and Well	Yes			
Coal Bunkers	Yes	Cofferdams	Yes	Yes
Chain Locker	No	Pump Rooms	-	-
Other Spaces	All yes			
				Yes
				-
				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 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 &amp; 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	Good	Condition, how ascertained By examn. Rep. 14	
Coamings and Casings	Good	and closing appliances	Good	(State if wedges removed)	
Beams and Fastenings	Good	Companionways and Skylights	Good	Chain Locker	Not exd
Frames	Good	Shell Openings	Good	EQUIPMENT	
Reverse Frames	Good	Ash Shoots	None	Equipment Letter	e†
Longitudinals	-	Overboard Discharges and Scuppers	Good	Equipment, No. of 3B 1S	Condition Good
Transverses	-	Freeing ports	None	Cables (State if now ranged and examined)	No
Floors	Good	Steering Gear (Main and Auxiliary)	Both	" length stated mean diam.	
Keelsons	Good	examined and found	Good	" Rule Length complete	Size
Stringers	Good	Windlass examined and found	Good	Hawsers and Warps	sufficient
Inner Bottom Plating	Good	Pumps " " "	Good	State if any Anchors or Chain Cable have	
Bulkheads and Tunnel	Good	W.T. Doors " " "	Good	now been supplied or retested, if so,	No
				complete Report 8(Eq) and attach.	

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. &amp; 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 deck beams faired in place.

2 deck plates released and faired in place p. &amp; 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.

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any) £48. 6. 0.

Special attend. £5. 5. 0.

Travelling Expenses (if chargeable) 1-8-9.

Date when A/c. Rendered - 9 DEC 1958

Pt. 9a Cont. Sheet

Port of NEWCASTLE-ON-TYNE

Continuation of Ship's Report No.

Continuation of Report No.

dated 3.12.58.

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

REPAIRS WEAR &amp; 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. &amp; 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.

Situating port and starboard No. 2 Hold.

Shell. (Nos. from aft)

Port. H. 16 renewed.

J. 15, 16 faired in place.

Stbd. J. 16 cropped, part removed, faired, refitted, part renewed.

H. 16 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.

Situating starboard side in way Nos. 2 &amp; 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.

Situating 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. &amp; 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 &amp; 3 lower tweens.

Shell. K. 15, 16 removed, faired and refitted

J. 14, L. 14, 15, 16 faired in place.



on the S.S./M.S. "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/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.

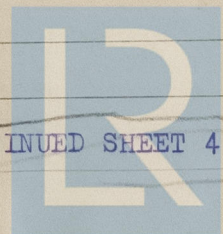
Internals. 4 shell frames cropped, removed, faired and refitted.  
5 shell frames faired in place

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)



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on the S.S./~~MEK~~ "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 Damages<sup>5</sup>/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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