/E.

Rpt. 8.

Received at London Office ( ) W.B. DEC 1957 SECTION No. 114873

WRECK SECTION No. NEWCASTLE-ON-TYNE

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 5th Dec. 1957. When handed in at Local Office No. 19 Port of

No. in Reg. Book 55055 Survey held at South Shields Date, First Survey 29th Nov., Last Survey 3rd Dec. 1957. (No of Visits 2)

on the ~~Wood, Iron or~~ Steel S.S. "CAMBERWELL"

TONNAGE :— GROSS 1577 UNDER DK. NET 906

Built at Newcastle By whom Tyne I.S.B. Co. Ltd. When YEAR. 1924 MONTH. 4

Owners South Eastern Gas Board. Owners' Address (if not already recorded in Appendix to Register Book)

Managers A.G. Gostelow. Port belonging to LONDON

Surveyed Afloat or in Dry Dock ? Both Name of Dock J. Readhead & Sons Ltd. Destined Voyage

CellDBorDBa feet ; uE&B feet; f 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. 114068 Port Nwc.

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).
✠ 100 A.1.	✠ L.M.C. 11.56
S.S. Shl. 11.56	B.S. 11.56
(Dr) 7.48	C.L. 11.56 N.
D.S. 1.57	Stm.Pipes 11.56

Society's Freeboard (if assigned) as painted on Ship and now verified 2 ft. 4½ ins.

Periodical Surveys, when held, must be reported in detail and seriatim 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

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

Owners Superintendent not required. Was a damage report made by anyone else ? if so, by whom ?

REPAIRS, OR EXAMINATION AS PER RULE FOR ANNUAL.

NOW DONE:-

Ship placed in dry dock, shell plating, sternframe and rudder cleaned and examined. Ship undocked 3rd December, 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.

All parts surveyed found or placed in good condition.

(Continued on page 2.....)

SUMMARY OF DAMAGE REPAIRS :—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place ..								

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	–	Engine Room Skylights	Good	Copper, or Y.M. (State if on Felt.)	
Caulking of Decks	Good	Ceiling	–	Coal Bunkers, Openings, Covers, &c.	Good	When fitted, Month Year	
Awnings	Good	Cement or Asphalt	–	Oil Bunkers	–		
Arms & Fastenings	–	Rudder	Good	Scuppers	Good	Boats	Not Exd.
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good
" " in way of sidelights	–	Windlass	Good	Hatches	Good	Condition, how ascertained (State if wedges removed.)	From deck.
Frames	–	Have pumps been examined and found efficient ?	–	Planking		Equipment letter	P
Reverse Frames	–	Have Sluice Valves been examined and found efficient ?	–	Caulking		Anchors, No. of	3B. 1S.
Longitudinals	–	Have Watertight Doors been examined and found efficient ?	–	Treenails		Cables (State if now ranged)	No
Transverses	–	Have Ventilators and their Coamings been examined and found efficient ?	Yes	Breasthooks & Stemson		" length Stated complete. mean diamr. (on board.)	
Floors	–	Air and Sounding Pipes	At deck Good	Transoms, Pointers & Crutches		" Rule length – size –	
Keelsons	–	Doubling Plates under Sounding Pipes	–	Timbers of Frame at openings		Chain Locker	–
Stringers	–			" " at other places		Hawsers & Warps	Sufficient
Inner Bottom Plating	–			Stringers, Clamps & Shelves		Standing and Running Rigging	Efficient
Have the Tanks been examined internally ?	No			Salting (State if examined)		Sails	–
Have the Tanks been tested ?	No						

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 *ss No.* 1-38."

This ship so far as now surveyed is eligible in my opinion to remain as classed with record of docking 12.57.

16-12-57

Survey Fee (*per Section 23*) £ : :

Special Damage or Repair Fee (if any) (*per Section 23*) £ : :

Travelling Expenses (if chargeable) £ : :

Second Surveyor's Fee (if any) £ : :

Fees applied for, 19

Received by me, 19

A. I. L. Pagan. for self & F. Southern.

Surveyor to Lloyd's Register of Shipping.
A.I.L. PAGAN, F. SOUTHERN.

Is Certificate required? if so, to be sent to

Committee's Minute THURSDAY - 9 JAN 1958

Character Assigned DS 12.57 MBS 12.57

Write Nwc 132 (mkng)

Lloyd's Register Foundation

002816-002824-0042

REPAIRS WEAR & TEAR:-

Shell:- No.2 keel plate from forward found grooved in way of riveted butt to No.1 keel plate. Test hole drilled in grooving and thickness gauged (.41") grooving built up with welding.

Side shell plate D.4 (S.S.) (from fwd) grooved at butt to D.3 built up with welding; the test hole thickness, gauged in way of grooving, being considered satisfactory (.35").

A number of scrubbed and started rivets in upper bilge seam renewed.

One outdent in side shell plate E.5 (from aft) faired in place.

Rudder:-

Lifted and all steel bushes renewed.

Riser of lower sternframe gudgeon machined off and carrier checked to ensure that it was taking the rudder weight.

Steering Chains etc - Chain annealed, several shackles renewed.

Lower gudgeon fairing plate renewed.

Sternframe:- Found honeycombed at bottom of rudder post and corners of solepiece wasted. Sternframe chipped clean and built up with welding to original contour.

Bow Spirketting Plate:- Starboard side renewed.

Interim Certificate (B):-

Issued, copy attached and a copy placed on board.

J. S. L. Pagan.

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

ANCHORS.

Number of Certificate.	Anchors.*	Weight Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test per Certificate. Tons	Cwts.	qrs.	lbs.	Weight Required by Rule. Cwts.	qrs.	lbs.	Description of Anchor. If Patent, state name of Patentee	Makers. If Stockless, state Mechanical Tests.	Where and when tested and Superintendent.
	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. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts.	qrs.	lbs.	Per Rule. Cwts.	qrs.	lbs.	Length and size per rule. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	Where and when tested and Superintendent.
Iron Stream Chain or Steel Wire															

N.B.—If this Report is copied by Copying Press, especial 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN

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