

Rpt. 8

Port. CARDIFF

No. 64525

Date of writing Report 20th June, 1958

When handed in at Local Office 27.6.58

Received London

30 JUN 1958

Survey held at NEWPORT, MON. No. of Visits 27

First Date 17.4.1958

Last Date 16.6.1958

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.

08579

on the ~~XXXX~~ ^{SET} ~~XXXX~~

"EAGLESDALE"

Tons gross 3030

Year Month

Built at Haverton Hill

By Whom Furness S.B.Co.Ltd.

When 1942

Owners The Admiralty.

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

Managers

Port of Registry London

Surveyed Afloat or in Drydock

Both

Name of Dock Tredegar Dry Dock, South Dock

Date of last examn. in Drydock 9.6.58

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

Last Report: No.

24668

Port.

Sou.

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 Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report. Fbd. 12.3.58
Classn. (S) 7.5.58

SHIP'S CLASS

Date of Special and of Drydocking Surveys, etc.

Machinery

100 A1	LMC.
carrying petroleum in bulk	5,54
9,57	M.B. 10,57
s.s. NWC. 5,54	C.L. 7,56 N.
	SPS. 10,57
	O.F. 12,41 Mach. aft.

cases where the Surveyor has not made a special damage report he should state whether he offered

advice for this purpose and to whom and why they were declined. To Owners

Freeboard as marked on ship and now verified

6 ft 5 ins

but not required

Was a damage report made by anyone else? If so, by whom? No

DAMAGE AND REPAIRS AS PER RULE FOR Damage, Docking and Special Survey (Dr).

Cause not stated.

Situated on stern and side shell.

One:— Vessel examined in dry dock. Side shell and framing in way of cargo tanks

Nos. 2, 8, 9 starboard, No. 7 port and aft peak space were examined for damage.

Cruiser stern, plates numbered from aft.

Part removed, faired and replaced. J. centre plate, J.1 port, J.1 starboard

Faired in place. K. centre plate.

Aft peak space centre, cant web frame plate, stiffeners and brackets removed, faired and replaced, shell frame renewed.

Port and starboard, 1 cant frame removed, faired and replaced.

Side shell. (Tanks numbered from aft).

Faired in place in way of side frames removed, faired and replaced.

No. 9 cargo tank, starboard, H. strake.

5th frame from forward removed, faired and replaced.

No. 8 cargo tank, starboard H. strake.

Forward bulkhead wing plate and frame part renewed.

Upper stringer forward connection re-riveted.

CONTINUATION OVER SHEET 2

DESCRIPTION OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
ed	-	1	-	-	-	-	-	
ed and Faired or Repaired	3 pt.	7	-	-	-	-	-	Cruiser stern web frame. Shell stringer plate. (see report)
or Repaired in place	6	-	-	-	-	-	-	

Survey also been held on machinery of the Ship? Yes

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

The Report sent now, or when will it be sent? Yes

Has Interim Certificate been issued? Yes

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 55, and the notation of S.S. . . . 1.55".

This vessel, is eligible in my opinion to remain as classed with fresh record of 6.58 and notation of S.S. Npt. 6.58, the affix letters "(Dr)" to be deferred until the (n) deck plate in 'C' strake in way of No. 1 cargo tank (p.s.a.) has been renewed.

James W. W. Key

Surveyor to Lloyd's Register of Shipping

TUESDAY 22 JUL 1958

Date of Committee

Minute

DS 6.58

ss Npt 6.58

MBS 6.58

CERTIFICATE WRITTEN.

Special Note

003075-003082-0155



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Lloyd's Register
Foundation

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Special Survey (Dr)				
Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now
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)	(Mchy.O.F.) Yes	Yes
Hatchways, Covers, closing and securing appliances	Yes	and Cofferdams	(Mchy.F.W.) Yes	Yes
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks	(Tween dk.) Yes	Yes
Hold	(Fore) Yes	Deep Tanks	(Fore O.F.) Yes	Yes
Tween Decks	(All) Yes	Oil Fuel Bunkers and Settling Tanks	Yes	Yes
Fore Peak Spaces	Yes	Side Tanks	None	
After " "	Yes	Wing Tanks	None	
Engine Space	Yes	Other Tanks	(Diesel Oil) Yes	Yes
Boiler	Yes	Cargo Tanks (Tankers)	(Nos.1 - 9) Yes	Yes
Under Engines and Boilers	Yes	Numbered from aft.		
Tween Deck Well	Yes	Cofferdams	Yes	Yes
Coal Bunkers	None	Pump Rooms	Yes	(Bottom st)
Chain Locker	Yes			
Other Spaces	None			
		Have Tanks now Examined been Cleaned as Necessary?	Yes	
		Have Struts in Cargo Tanks (of Tankers) been removed?	Yes	
		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 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? Yes

Have any alterations to the approved scantlings and arrangements now been effected? No

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 A

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	None	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)		Condition, how ascertained by examination	
Coamings and Casings	Good	and closing appliances)	Good	(State if wedges removed)	Good
Beams and Fastenings	Good	Companionways and Skylights	Good	Chain Locker	Good
Frames	Good	Shell Openings	None	EQUIPMENT	
Reverse Frames	Good	Ash Shoots	None	Equipment Letter	CT 2.1/3SQ.
Longitudinals	Good	Overboard Discharges and Scuppers	Good	Anchors, No. of	3B 1S 1
Transverses	Good	Freeing ports	Good	Cables (State if now ranged and examined)	Now
Floors	Good	Steering Gear (Main and Auxiliary)	Good	" length 300 fms. mean diam. 2.	
Keelsons	Good	examined and found)		" Rule Length 300 fms. Size 2.	
Stringers	Good	Windlass examined and found	Good	Hawsers and Warps	Go
Inner Bottom Plating	Good	Pumps " " "	None	State if any Anchors or Chain Cable have	
Bulkheads	Good	W.T. Doors " " "	None	now been supplied or retested, if so,	Go
				complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? None See Below

REMARKS, REPAIRS, Etc. (Contd.)

No.7 cargo tank, port, G. and H. strakes.
4th and 5th frames from aft removed, faired and replaced.

No.2 cargo tank, starboard, H.strake.
5th and 7th frames from forward removed, faired and replaced.
Upper shell stringer plate part renewed.

On completion of repairs the stern shell was hose tested and cargo tanks Nos. 2, 7, 8 were water tested and all proved satisfactory.

Survey Fee S.S. £ 219. 16. 0. Second Surveyor's Fee (if any)

Special Damage Repair Fee (if any) 26. 5. 0. Date when A/c. Rendered

Travelling Expenses (if chargeable) 6. 13. 0.

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Contⁿ. Sheet

CARDIFF

Continuation of Ship/Mech Report No. 60525
—Continuation of Report No. dated 20th June, 1958

on the

S.T.
on the S.S./M.S. "EAGLESDALE"

The following plates numbered from forward were found to be slightly indented, soft nose stem plates Nos. 2 & 3, side shell plates Port G.1 & 2 and H.1.

It was not considered necessary to carry out temporary repairs but it is recommended that these plates be noted in the Appendix to the Special Reasons List.

Wear and Tear:—

Side shell. Slack or wasted rivets, approximately 1,200 starboard and 800 port, renewed.

Rudder. Riser plate renewed and carrier raised.

Anchor. Port, shackle pin renewed.

Cargo tanks (numbered from aft).

No.2 starboard tank. Longitudinal bulkhead upper stringer plate renewed.

No.3 port tank. Shell upper stringer doubling shoe fitted in way of 6th frame from forward.

No.3 starboard tank. Longitudinal bulkhead, upper stringer plate after portion renewed

No.6 centre tank. Centre keelson aft end plate part renewed.

No.7 port tank. Shell upper stringer doubling shoe fitted in way of forward frame.

No.8 port tank. Longitudinal bulkhead, upper stringer plate doubling shoe fitted in way of 6th frame from forward.

No.8 centre tank. Longitudinal bulkhead plate above coaming doubled locally in way of grooving.

No.9 starboard tank. Deck longitudinal outboard of hatch part renewed with forward end bracket.

Scattered rivets in way of longitudinal and transverse bulkheads were renewed and caulking made good.

Small deep pittings in inner surface of keel and bottom shell were built up with welding in way of cargo tanks Nos. 2, 3, 6, 8 centre, Nos. 3, 6 port and Nos. 6 & 8 starboard.

Poop Deck.

D.strake plates abreast galley doubled port and starboard.

Domestic F.W. tank. Forward bulkhead starboard outboard, 4 stiffener upper brackets renewed.

Hawse-pipe, starboard fracture at top of pipe stopped and doubling strap fitted, attached by studs and welded to deck.

Rudder trunk, starboard side plate part renewed and floor plate reconnected.

Bulwark abaft bridge port, butt in plating rewelded and strap fitted.

Rigging. A number of pins in shackles and rigging screws were renewed.

A number of minor repairs were effected.

NOTE:—A drilling survey was carried out and thicknesses of plating were approved.

One deck plate in 'C' strake in way of No.1 cargo tank (p.s.a.) was found to be worn.

No repair was carried out to this plate at this time and it is recommended that the

affix letters "(Dr)" be deferred until this deck plate has been renewed.