

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report

10

When handed in at Local Office

17 JAN 1949

Port of

NEWCASTLE-ON-TYNE

No. in  
Reg. Book.

Survey held at North Shields.

Date, First Survey 8<sup>th</sup> September Last Survey 29<sup>th</sup> December 1948

(No. of Visits)

31

70897. on the Wood, Iron or Steel S.S. "PARIS CITY"

## TONNAGE:-

GROSS 7056

UNDER DECK 6619

NET 5079

Built at Barrow

By whom Vickers Armstrongs Ltd.

When 1941 12

Owners Leeds Shipping Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers W. R. Rendon Smith &amp; Sons, Ltd.

Port belonging to

Bideford.

Surveyed Afloat or in Dry Dock?

Both.

Name of Dock Smith's Dock.

Destined Voyage

Cell D Bor D Ba

total capacity tons; FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

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. 18404 Port M.D.B.

Periodical Surveys, when held, must be reported in detail and serially 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 - Burns

Society's Freeboard (if assigned) as painted on Ship and now verified

Supl. - not required.

Was a damage report made by anyone else? if so, by whom? Not known.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE, SPECIAL SURVEY &amp; CONVERSION TO OIL FUEL.

DAMAGES stated to have been caused by

- (1) Contact with quay wall at London on 1<sup>st</sup> October 1948.
- (2) " " " " " Middlesbrough on 7<sup>th</sup> February, 1948.
- (3) " " " " " Middlesbrough on 25<sup>th</sup> March, 1948.
- (4) Heavy weather whilst on a voyage from United Kingdom to W. Africa in August, 1947.
- (5) Collision with tanker "ECLIPSE" on 2<sup>nd</sup> January, 1944.
- (6) " " " " " Tug "FURET" on 2<sup>nd</sup> April, 1948.
- (7) " " " " " Tug "FURET" at Algiers on 31<sup>st</sup> December, 1943.
- (8) Ranging alongside "FALAISE" on 26<sup>th</sup> October, 1944.

For further particulars please see vessel's log books.

## SUMMARY OF DAMAGE REPAIRS:-

|                                | Shell Plates. | Frames. | R. Frames. | Floors and Bracket Floors | Beams. | Inner Bottom Plates. | Dk. Plates. | Other Items:-                             |
|--------------------------------|---------------|---------|------------|---------------------------|--------|----------------------|-------------|---|
| Renewed                        | 1 (panel)     | -       | -          | -                         | -      | -                    | -           | for 1000 Bulkhead, Stiffeners, Ribs, etc. |
| Removed and Fair'd or Repaired | 9             | 7       | -          | -                         | -      | -                    | -           |   |
| Fair'd or Repaired in place    | 15            | 10      | -          | -                         | -      | -                    | -           |   |

## PRESENT CONDITION OF THE

|                          |      |  |      |                                     |      |  |             |
|--------------------------|------|--|------|-------------------------------------|------|--|-------------|
| Keels                    | Good | Bulkheads  | Good | Engine Room Skylights               | Good | Copper, or Y.M. (State if on Felt.)                                  |             |
| Plating of Decks         | Good | Ceiling  | Good | Coal Bunkers, Openings, Covers, &c. | Good | When fitted, Month   | Year        |
| Stowings                 | Good | Cement or Asphalt  | Good | Oil Bunkers                         | Good | Boats  | Good        |
| Rings & Fastenings       | Good | Rudder   | Good | Scuppers                            | Good | Masts, Yards, &c.  | Good        |
| Side Plating             | Good | Steering gear and its connections                                      | Good | Cargo Hatchways                     | Good | Condition, how ascertained by examination (State if wedges removed.) |             |
| " " in way of sidelights | Good | Windlass   | Good | Hatches                             | Good | Equipment letter   | 27          |
| Frames                   | Good | Have pumps been examined and found efficient?                          | yes  | Planking                            |      | Anchors, No. of  | 38, 15      |
| Reverse Frames           | Good | Have Staircase Valves been examined and found efficient?               | yes  | Caulking                            |      | Cables (State if now ranged)   | Ranged Good |
| Staircases               | Good | Have Watertight Doors been examined and found efficient?               | yes  | Treenails                           |      | " length 270 fm. mean diamr 2 1/2"                                   |             |
| Staircases               | Good | Have Ventilators and their Coamings been examined and found efficient? | yes  | Breasthooks & Stemson               |      | " (on board)   |             |
| Staircases               | Good | Air and Sounding Pipes   | Good | Transoms, Pointers & Crutches       |      | " Rule length 270 fm. size 2 1/2"                                    |             |
| Staircases               | Good | Doubling Plates under Sounding Pipes                                   | Good | Timbers of Frame at openings        |      | Chain Locker   | Good        |
| Staircases               | Good |  |      | " " at other places                 |      | Hawsers & Warps  | Sufficient  |
| Staircases               | Good |  |      | Stringers, Clamps & Shelves         |      | Standing and Running Rigging   | Efficient   |
| Staircases               | Good |  |      | Sanding (State if examined.)        |      |  |             |

## General Observations, Opinion as to Class, Recommendation, &amp;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 vessel is eligible, in our opinion, to remain as classed with fresh record of drydocking 10,48 and notation S.S. SHL - 12,48, subject to permanent repairs being effected to mainmast side shell plating, port and starboard, at Owner's convenience.

|                                     |               |                   |  |
|-------------------------------------|---------------|-------------------|--|
| Survey Fee (per Section 20)         | £ 49 : 0 : 0  | Fees applied for, |  |
| Special Damage Fee (if any)         | £ 31 : 10 : 0 | Received by me,   |  |
| Travelling Expenses (if chargeable) | £ 21 : 0 : 0  |                   |  |
| Second Surveyor's Fee (if any)      | £             |                   |  |

Committee's Minute

Character Assigned

10,48 Shl. without spl. cond.

S.S. Shl - 12,48 + hml. 12,48

S. 10,48 fitted for oil fuel 12,48 F.P. above 150°F

Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN.

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"PARIS CITY"Hatch Covers - 119 removed.

Door locks, etc. overhauled and made workable.

A number of minor repairs were also effected.

OIL FUEL CONVERSION

The oil fuel bunkers (frames 75-85) have been efficiently constructed in accordance with the approved plans and Secretary's letters, and the requirements of the Rules have been complied with.

Oil fuel is also carried in nos. 1, 2, 3, 4 (formerly dry tanks under boilers), 6 and 7 double bottom tanks.

A cofferdam has been built under the Oil fuel bunkers as follows:-

The floor at frame 78 made airtight by welding patches to all openings.

Portion of floor on frame 74 from intercostal girder to ship's side, port and starboard, made airtight.

Intercostal girders from frames 74-77, port and starboard, made airtight.

Drainage holes cut in outboard portion of floor at frame 77 from intercostal girder to ship's side, port and starboard.

Feed water carried in nos 5 D.B. tank (under engine).

Air, sounding, filling and suction pipes to D.F. Tanks comply with Rule requirements.

The Gross Bunker (frames 85-95) has been converted to carry water ballast; coal or cargo, in accordance with the approved plan and Secretary's letter.

A 20-ton supply tank has been fitted, in accordance with approved plan, in Engine Room (starboard side), suitably stiffened and bracketed efficiently to frames and deck beams and supported from tank top by 2-4½" dia. pillars at inboard edge.

All the above tanks have been tested to Rule Requirements and found satisfactory.

Special Reasons List

The spare bow anchor has now been tested (see report), and permanent repairs have been effected to tank top at aft end of No. 2 Hold, to deeply chafed stem plate and to fore peak bulkhead plating and stiffeners. It is therefore submitted that these items be removed from S.R.L.

Permanent repairs have also been effected to indented shell plating, port and starboard, as above. A small number of very minor indents (between frames) on port and starboard side shell remain, and these have been carefully examined and considered efficient. It is therefore submitted that the item "Permanent repairs to be effected to indented side shell plating, port and starboard, at Owner's Convenience" be entered in the S.R.L.

SURVEYOR TO LLOYD'S REGISTER,  
NEWCASTLE-ON-TYNE.

984 3/3