

11.5 JUN 1956

Rpt. 8. /MC

(Received at London Office 112 JUN 1956)

No. 113454

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 29th May 1956 When handed in at Local Office 29th May 1956 Port of NEWCASTLE-ON-TYNE
No. in Reg. Book 06508 Survey held at NORTH SHIELDS Date, First Survey 25th April 56 Last Survey 29th May 1956
on the ~~Wool, Iron & Steel~~ M. V. "CLYDEFIELD" (No of Visits 12)

TONNAGE: GROSS 11,163 UNDER DK. NET 6,412 Built at GLASGOW By whom Harland & Wolff Ltd. When 1953 MONTH 1
Owners Eden Tankers Ltd. Owners' Address - Managers Hunting & Son Ltd. Port belonging to NEWCASTLE

Surveyed Afloat or in Dry Dock? Both Name of Dock Smiths Dock Co. Ltd. Destined Voyage -
Cell D B or D B a feet: u E & B feet: f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

N.B. - All alterations in the existing records should be underlined.

Last Report, No. 112493 Port Swc.
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.
CARRYING PETROLUUM N 1/53
IN BULK nd 1/53
5/55 T.S.C.L. 5/55
pt. E.W. OIL ENGINE

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
Society's Freeboard (if assigned) as painted on Ship and now verified 7 ft. 9 1/2 ins.

Owners, Not Required. Was a damage report made by anyone else? if so, by whom? No

REPAIRS, OR EXAMINATION AS PER RULE FOR COMMENCEMENT OF SPECIAL SURVEY (A) AND DAMAGE
Special Survey due 1/57 - Ship Now 3 Years, 4 Months Old.

NOW DONE:-
Ship placed in Dry Dock, shell plating, sternframe and rudder cleaned, examined and coated. Ship undocked on the 30th May 1956.

EXAMINED:-
Dry cargo hold, tween decks, fore and after peak spaces, engine and boiler spaces, under engines and boilers, forward pump room, overboard scuppers and discharge pipes, decks with machinery and other casings, superstructures, skylights and companionways, hatchways, covers, supports, and closing appliances, anchors, chain cables, chain locker, main and auxiliary steering gear, windlass, general equipment, pumps, ventilator coamings and covers

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	As Above Good	Engine Room Skylights	Good	Copper, or Y.M.	(State if on Felt)
Caulking of Decks	Good	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	-	When fitted, Month	Year
Scuppers	Good	Cement or Asphalt	Good	Oil Bunkers	Externally Good	Boats	Good
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good	Masts, Yards, &c.	Good
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Condition, how ascertained	From Deck
" " in way of sidelights	Exd.	Windlass	Good	Hatches	Good	(State if wedges removed)	
Frames	As Above Good	Have pumps been examined and found efficient?	Yes Good	Planking	-	Equipment letter	at 2 1/16" sq.
Levered Frames	Good	Have Sluice Valves been examined and found efficient?	-	Caulking	-	Transoms, Pointers & Crutches	-
Longitudinals	Not Exd.	Have Watertight Doors been examined and found efficient?	-	Treenails	-	Timbers of Frame at openings	-
Transverses	Not Exd.	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-	" " at other places	-
Floors	As Above Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	-	Stringers, Clamps & Shelves	-
Keelsons	As Above Good	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings	-	Sanding	-
Stringers	As Above Good			Stringers, Clamps & Shelves	-	Sails	-
Inner Bottom Plating	Good			Stringers, Clamps & Shelves	-		
Have the Tanks been examined internally?	As Above			Stringers, Clamps & Shelves	-		
Have the Tanks been tested?	Good			Stringers, Clamps & Shelves	-		

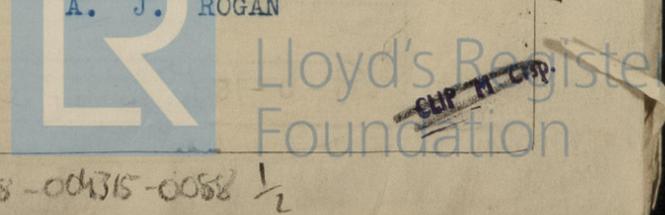
General Observations, Opinion as to Class, Recommendation, &c.:

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 Tanker, so far as now Surveyed, is eligible, in my opinion, to remain as Classed with Record of Docking 4/56, and with Notation of S.S. with place and date on completion, subject to indented side shell plate 4th from forward in 1st strake below sheer etc., Port side being dealt with on completion of S.S., also to sternframe solepiece (E.W. 5/55 and previously)

Survey Fee (per Section 23) Port 5.5 (25%) £ 22 : 15 : 0 Fees applied for, being specially examined at next Dry Docking.
Special Damage or Repair Fee (if any) £ - : - : -
HEATING COILS £ 20 : 0 : 0
Travelling Expenses (if chargeable) £ 5 : 5 : 0
SPECIAL ATTENDANCE £ 5 : 5 : 0
Second Surveyor's Fee (if any) £ - : - : -
Received by me, A. J. Rogan, Surveyor to Lloyd's Register of Shipping.

Committee's Minute THURSDAY - 5 JUL 1956
Character Assigned 456 SHE subject



30m. 7.54 Transfer Ink. (The Surveyors are requested not to write on or below)

Is Certificate required? if so, to be sent to

004308-004315-0058 1/2

" M. V. CLYDEFIELD "

EXAMINED CONT:-

and air and sounding pipes.

(striking plates fitted).

Annual Load Line Survey now carried out.

EXAMINED INTERNALLY AND TESTED:-

Fore and aft peak tanks, domestic fresh water tanks, feed water double bottom tank and double bottom cofferdam.

TESTED:-

Fore deep tanks, oil fuel cross bunkers and settling tanks, oil fuel double bottom tanks.

All parts surveyed found or placed in good condition.

All spaces previously cleared, lining, cement and rust removed and spaces cleaned as required. Steelwork afterwards coated as necessary and lining and cement replaced.

REPAIRS "WEAR & TEAR":-

NOW DONE:-

SHELL:-

Approximately 430 defective bottom shell rivets renewed in way of deep tanks

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

ANCHORS

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower	5000														
	2nd "															
	3rd "															
	Collective Weight	5000														
	Stream	5000														
	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.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.	
	Length.	Diam.	Strain.	Breaking.	Supplied.	Per Rule.	Length.	Diam.						
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Ins.		

forward and 400 defective rivets in cargo tanks bottom shell renewed.

Tanks in way of renewals water tested on completion and found satisfactory.

Sternframe, checkplates welded Port and Starboard.

GENERAL:-

Minor repairs effected to closing appliances etc.,

A. J. R.

Cont. on Page 3.....

" M. V. CLYDEFIELD "

DAMAGE:-

No log book records of the cause of damage were available. Damage situated on Port side shell forward.

FOUND:-

No. 4 plate from forward in 1st strake below sheer of Port side shell indented. Bulkhead between fore cofferdam and fore hold slightly indented in way. The above plates were specially examined and are considered to be efficient meantime, it is therefore, recommended that they be dealt with at completion of Special Survey.

HEATING COILS:-

Aluminium brass heating coils have been fitted in the main cargo tanks and hydraulically tested to a pressure of 225 p.s.i. (max. working pressure 75 p.s.i.) Lead packing is fitted between the pipes and steel supporting clips.

TO COMPLETE SPECIAL SURVEY:-

TO BE EXAMINED:-

After pump room, plating in way of cargo suction pipe strums, masts and rigging.

TO BE EXAMINED INTERNALLY AND TESTED:-

Main cargo tanks and fore and aft main cofferdams.

CONDITIONS OF CLASS:-

The sternframe solepiece (E.W. 5/55 and previously) was specially examined and found to remain efficient. It is recommended, however, that it be further examined at next Dry Docking.

CIRCULAR 2032:-

No ullage ports are fitted within enclosed spaces.

No opportunity was afforded to verify the further requirements of this Circular.

INTERIM CERTIFICATE (B):-

Issued : copy attached.

A. J. Rogan

A. J. ROGAN.

A.

ENG 985

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