

Rpt. 8.

(Received at London Office)

28 OCT 1950

No. 26198

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

Date of writing Report 7<sup>th</sup> OCT. 1950 When handed in at Local Office 28<sup>th</sup> OCT. 1950 Port of ANTWERPNo. in Survey held at ANTWERP Date, First Survey 7<sup>th</sup> APRIL 1950 Last Survey 15<sup>th</sup> SEPTEMBER 1950Reg. Book. 28344 on the Wood, Iron or Steel T.W. S.S. "CHARLTON STAR" (EX. EMPIRE BURE.) (No. of Visits 65)

TONNAGE :-

GROSS 8396UNDER DK. SEENET REPORTBuilt at HOBOKEN, BELGIUM By whom JHN. COCKERILL S.A. When 1921 - 11Owners CHARLTON STEAM SHIPPING CO LTD Owners' Address (If not already recorded in Appendix to Register Book)Managers CHANDRIS (ENGLAND) LTD Port belonging to LONDONSurveyed Afloat or in Dry Dock? BOTH Name of Dock N<sup>o</sup> 149 CITY DRY DOCKS Destined Voyage (check)Cell D B or D Ba (check) feet; u E & B (check) feet; f (check) feetCapacity 1180 tons. FPT (check) tons; APT (check) tons; MT (check) tons.

Only alterations in the existing records of tanks should be inserted.

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

1st Report, No. 24559 Port (initials)

Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the removal of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Also the dates and initials of any letters respecting this case.

In 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 - TO OWNERS.

NOT REQUIRED.Was a damage report made by anyone else? if so, by whom? NOT KNOWN.RS, OR EXAMINATION AS PER RULE, FOR PERIODICAL SPECIAL SURVEY (II) (SHIP 29 YEARS OLD.)DAMAGE REPAIRS. ALTERATIONS FOR CONVERSION TO OIL BURNING. RENEWAL LOADLINEKEY. CHANGE OF NAME.DONE FOR SPECIAL SURVEY:- Ship placed in dry dock, shell plating andunder cleaned, examined and coated (last seen in dry dock 8<sup>th</sup> SEP 1950)MINED:- All holds, decks, tween decks, Engine and Boiler spaces, underres and boilers, Oil Fuel Bunkers, settling Tanks (P & S) Anchors and chaines, chain locker, Fore Peak Tank internally, Fore Peak spaces, After Peakinternally, After Peak spaces, All D. B. Tanks & cofferdams internallying under sidelights, Masts, Rigging, Hatchways, covers, supports,aulins, cleats and battening arrangements, Ventilators, Air & sounding pipes,(P.T.O.)

OF DAMAGE REPAIRS :- Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items :-

wed ... 6. / / / / / / /

oved and Fair'd or Repaired / / / / / / /

ed or Repaired in place / / / / / / /

CONDITION OF THE

GOOD Bulkheads GOOD Engine Room Skylights GOOD Copper, or Y.M. (State if on Port.)

GOOD Decks GOOD Ceiling GOOD Coal Bunkers, Openings, Covers, &amp;c. NONE When fitted, Month Year

GOOD Cement or Asphal GOOD Oil Bunkers. GOOD Boats GOOD

GOOD Rudder GOOD Scuppers GOOD Masts, Yards, &amp;c. GOOD

GOOD Steering gear and its connections GOOD Cargo Hatchways GOOD Condition, how ascertained FROM ALOFT. (State if wedges removed.)

GOOD Windlass GOOD Hatches GOOD Equipment letter cf. ✓

GOOD Have pumps been examined and found efficient? YES. Planking Treennails

GOOD Have Stillee Valves been examined and found efficient? NONE Caulking

GOOD Have Watertight Doors been examined and found efficient? YES. Transoms, Pointers &amp; Crutches

GOOD Have Ventilators and their Coamings been examined and found efficient? YES. Timbers of Frame at openings

GOOD Air and Sounding Pipes GOOD Stringers, Clamps &amp; Shelves

GOOD Doubling Plates under Sounding Pipes GOOD Salting (State if examined.)

GOOD Standing and Running Rigging GOOD

GOOD Sails

GOOD

GOOD

ral 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 a 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."

vessel as now seen is in good condition and eligible, in my opinion, to remain as classed with dry docking date 9.50 and to have the notation of S. S. Ant. - 9.50 (Dr.) subject to indented

all plates L<sup>ns</sup> 5 & 6 (S.S.) and 2 frames in way being dealt with as necessary at the next dry docking also to stem bar & stem plating being specially examined at the next dry docking.

Survey Fee (per Section 29) SPECIAL SURVEY £. 26150CONVERSION & REPAIRS. £. 28000Special Damage & Repair Fee (if any) £. 8000

(per Sec. 29)

Travelling Expenses (if chargeable) £. 6000Second Surveyor's Fee (if any) £. 

Committee's Minute

Character Assigned

9.50 Int. subject

(with endorsement) + LMC 9.50

S.S. Int. - 9.50 (Dr.)

Fitted for oil fuel 9.50, J.P. above 150°

Delete - laid up pending survey.

Fees applied for,

19.

Received by me,

19.

The notation "FITTED FOR OIL FUEL 9.50. F.P. ABOVE 150°"

to be inserted in the Register Book.

AMEND IN R.B. - POOP 76' FORECASTLE 86' ON SHELTER DKCELL D.B. 1180T. ENDORSEMENT (B) Indented shellplating (P.S.).

Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN.



(Report continued see sheet II.)



## V. Sec. 5. "CHARLTON STAR" (EX. "EMPIRE BURE.")

ALTERATIONS AND ADDITIONS:- Consequent to the fitting of Oil fuel Bunkers in place of Coal Bunkers, all coaling ports in the ship's sides (P+S), Flush bunker scuttles on upper deck (P+S), coal trimming hatches on 'C' deck, & Bunker hatch at forward end of Boiler casing on the Boat deck have now been dispensed with and the openings closed with steel plates and necessary stiffening in accordance with the Society's requirements.

Additional accommodation on 'C' deck, forward of Boiler space and at after end of ship, has now been fitted and 58 new sidelights (29 PORT + 29 STB) fitted in ship's sides, each 12" diameter, these are of 'Fixed' type with deadlights as approved by the Ministry of Transport. Particulars of above sidelights have already been reported on Freeboard Report (C11) forwarded to Head Office in September last.

The capacity of D.B. tanks which may be used for water ballast has now been altered due to Oil Fuel Overflow tank and cofferdams having been fitted in D.B. The record in the Register Book should therefore be altered to read; CELL. D.B. 377' 1180t.

CHANGE OF NAME:- The ship has now been re-named "CHARLTON STAR"

LENGTH OF POOP AND FORECASTLE:- The Poop and the Forecastle were measured for re-assignment of Freeboards and the lengths found to be as follows: POOP 75.6' and FORECASTLE:- 86.4'. These amended lengths have been reported in Rpt. C11 and it is submitted that the Records in the Register Book be amended accordingly.

REVISED TONNAGES:- The ship has now been re-measured for tonnage by the Ministry of Transport. The revised tonnages, except for the Gross tonnage which is now 8396, are not available at the time of writing this Report.

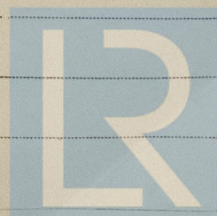
I.R. LIST:- The indented shell plating (P.S) (J Strake Nos 3 & 4; K Nos 4 & L Nos 6, 8 & 17) was specially examined at this time and found to remain efficient, the indents on these shell plates are of a minor nature and do not affect the ship's seaworthiness and may be dealt with at the Owner's convenience. (B.)

The Bunker hatch trunk base plates (P.S) and forward bulkhead of after Bunker at sloping casing (P.S) have now been dealt with by renewal of defective parts. The temporary repairs to Stem Bar & plating have been specially examined & found to remain efficient and the Owner's proposal to defer repairs is submitted for the favourable consideration of The Committee subject to further special examination at the next trydocking

J.M.

A General Arrangement Plan is forwarded with this Report for information.

J.M.



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Foundation