

Rpt. 8

Date of writing Report 14th July, 1957. When handed in at Local Office 15th July, 1957. Received London 29 JUL 1957
Survey held at Hong Kong. No. of Visits 11. First Date 5.6. 19 57. Last Date 2.7. 19 57.

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. 55722 on the ~~Iron~~ Steel S.S. "CEDAR" Tons gross 854.
Built at Kiel. By Whom Howaldtswerke Year 1922. Month
Owners Metropolitan Agencies Inc. Owners' address (If not already in R.B.)
Managers - Port of Registry Panama.
Surveyed Afloat or in Drydock slipped. Name of Dock Taikoo & Harbour. Date of last examn. in Drydock 13-6-57.

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

Last Report: No. 13165 Port H. K.
To be filled in a. 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 Committee's cable to Hongkong dated 12-6-57.

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined. None reported.

Freeboard as marked on ship and now verified 1 ft 2 ins

Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING SURVEY & GENERAL EXAMINATION FOR POSTPONEMENT OF HULL SPECIAL SURVEY.

Now Done :-

This ship has been generally examined as reported overleaf for postponement of Special Survey, and all found or placed in a satisfactory condition, and it is submitted that the Owners' request for postponement of Special Survey until June, 1958, merits the favourable consideration of the Committee.

Repairs (Wear & Tear) :-

Now Done :- ("A" is garboard strake, and plates counted from forward).

Shellplating :-

Keel plate No.1 renewed.

"A" 2 port side faired in place in way of one indent.

"G" 1 port side & "G" 2 starboard side, fitted with welded doublers in way of local thinness. It is recommended that these plates be renewed at next Special Survey, this being recorded as a "Condition (A) of Class."

Rudder - lifted. No.3 and locking pintle renewed, all pintles fitted with gunmetal sleeves, and bushes renewed.

CONTINUATION OVER LEAF

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

Has a Survey also been held on machinery of the Ship? Yes.

Is Classification Certificate required? If so, to be sent to No.

If so, is the Report sent now, or when will it be sent? Now.

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

This ship, so far as now surveyed, is in good condition, and eligible, in our opinion, to remain as classed in the Register Book, with record of Docking Survey 6,57, subject to shell plates G.1 (p.s.f.) & G.2 (s.s.f.) being renewed by Special Survey and to any other outstanding conditions of class being dealt with as previously recommended.

W. Ward & J.L.V. Whittle.
Surveyor to Lloyd's Register of Shipping

Date of Committee

FRIDAY 23 AUG 1957

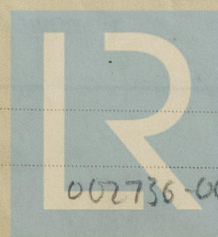
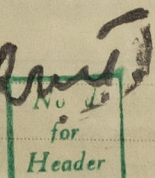
Minute

DS. 657. Subyear.

MBS. 7.57

(With Undersement)

(Postponement of SS. due 10-57 46.58 appd)



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TABLE 1

DOCKING SURVEY & GENERAL EXAMINATION

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR POSTPONEMENT OF SPECIAL SURVEY, DUE 10, 57, Rpt. 9a.

Sheet 2.

29 JUL 1957

Continuation of Report No. 13677, dated 3rd July, 1957, on the

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes.	F.P. Tank	Yes.	Yes, in way of
Rudder lifted	Yes.	A.P. "	Yes.	No.
Weather Decks, Superstructures and Casings	Yes.	D.B. Tanks (indicate Oil Fuel and Cofferdams)	Yes, part Nos.1 & 2 p & s O.F. & No.5 F.W.	Yes, Nos.1 & 2 & s in way of repairs.
Hatchways, Covers, closing and securing appliances	Yes.			
Ventilator coamings, skylights, companionways and closing appliances	Yes.	Fresh Water Tanks	No.	No.
Holds	Nos.1 & 3 - Yes.	Deep Tanks	No.	No.
		Oil Fuel Bunkers and Settling Tanks	No.	No.
Twelve Decks	No.	Side Tanks	No.	No.
Fore Peak Spaces	Yes.	Wing Tanks	No.	No.
After " "	Yes.	Other Tanks	No.	No.
Engine Space	Part - Yes.			
Boiler " "	Part - yes.	Cargo Tanks (Tankers)	None.	-
Under Engines and Boilers	Under boilers, Yes.			
Tunnel and Well	No.	Cofferdams	None.	-
Coal Bunkers	None.			
Chain Locker	Yes.	Pump Rooms	None.	-
Other Spaces	No.			
		Have Tanks now Examined been Cleaned as Necessary?	Yes.	
		Have Struts in Cargo Tanks (of Tankers) been removed?	None.	
		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? As necessary in Nos.1 & 3 holds.

Have the bilges been cleaned out and examined? Yes, as reported. Has cement in bottom been examined? Yes, in tank

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 Annual.

Have the shell and deck plating been drilled as per Rule? No. If so, Report 8(Dr) to be attached.

Have any alterations to the approved scantlings and arrangements now been effected? No. If so, report details in body of Report.

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 All—Yes.

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	Good where exam.	Sluice Valves examined and found	None.
" " in way of side scuttles	Not examined.	Cement or Asphalt	Good where exam.	Air and Sounding Pipes	Above deck, good.
Rudder and Sternframe	Good.	Cargo and other Hatchways	Good.	Doubling Plates under Sounding Pipes	Yes, in tank
Decks	Good.	Hatches and closing appliances	Good.	Masts and Rigging examined and found	Good.
Superstructures and their closing appliances	Good.	Ventilators, their coamings	Good.	Condition, how ascertained (State if wedges removed)	from deck.
Coamings and Casings	Good.	and closing appliances	Good.	Chain Locker	Good.
Beams and Fastenings	Good where examined.	Companionways and Skylights	Good.	EQUIPMENT	
Frames	Good where examined.	Shell Openings	Good.	Equipment Letter	CT942. C22
Reverse Frames	Good where examined.	Ash Shoots	None.	Anchors, No. of 3 B	Condition Good.
Longitudinals	None.	Overboard Discharges and Scuppers	Good.	Cables (State if now ranged and examined)	No.
Transverses	None.	Freeing ports	Good.	" length (on board)	Not examined.
Floors	Good where examined.	Steering Gear (Main and Auxiliary)	Good.	" Rule Length 210 F.	Size 1 3/8"
Keelsons	Good where examined.	examined and found (Opened out).		Hawsers and Warps	Sufficient.
Stringers	Good where examined.	Windlass examined and found	Good (Unopened).	State if any Anchors or Chain Cable have	No.
Inner Bottom Plating	Good where examined.	Pumps " " "	Good.	now been supplied or retested, if so,	
Bulkheads and Tunnel	Good where examined.	W.T. Doors " " "	Good.	complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? No. See Below

REMARKS, REPAIRS, Etc. (Contd.)

Repairs (Wear & Tear) :—

Fore Peak Tank - A number of slack rivets in floors and beam knees renewed.
Port and starboard stringer angles cropped and part renewed.
Two lower breast hooks renewed.

Fore Peak Spaces - One shellframe cropped and part renewed, and six frame bottom brackets renewed, S.S.

Chain Locker - Starboard side bulkhead in way of fore peak tank cropped and part renewed, together with one stiffener.

(Contd. Sheet 2)

Survey Fee Docking \$250.00
Gen. Examination 512.00
X-ray 200.00
S.F. 125.00
Travelling Expenses (if chargeable) 49.00

Second Surveyor's Fee (if any)

Date when A/c. Rendered

3-7-57.

Port of Hong Kong,

Hull of the S.S. "CEDAR"

Repairs (Wear & Tear) :—(Contd.)

No.1 Double Bottom Oil Fuel Tank

Welded doublers fitted to port and starboard margin plates.
Sounding pipe striking plate renewed.

No.2 Double Bottom Oil Fuel Tank

A number of slack rivets in shell and tank top caulked and made tight.

DecksMain Deck

No.1 stringer plate port side forward renewed.

Two plates in inboard strake abreast No.3 hatchway renewed.

Freeing Ports

Seven freeing ports faired and made workable.

Sixteen new wood hatch covers supplied, and a number repaired.

Chain Pipe

Starboard side, fitted with welded doubler at lower end.

A number of minor deck repairs effected.

Conditions "A" of Class :—

Forecastle, and poop side plating and bulwark plating (s.s.f.) examined and found to continue efficient.

Endorsement "B" of Class :—Existing

Slight indented shellplates as previously noted examined, and found to continue efficient.

Additional

Shellplate "C" 3 s.s. slightly set up, It is recommended that repairs be effected at Owners' convenience, considered to remain efficient meanwhile.

JW.