

Rpt. 8

Port LIVERPOOL

No. 150148

Date of writing Report 3.9.58

When handed in at Local Office

Received London

- 8 OCT 1958

Survey held at LIVERPOOL

No. of Visits 6

First Date 18.8. 19 58

Last Date 26.8. 19 58

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.

67315

on the Iron or Steel ~~MSK~~ ^{S.S.}

KING EDGAR

Tons gross 7084

Built at Glasgow

By Whom Harland & Wolff Ltd.

When 1945

Owners King Line Ltd.

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

Managers

Port of Registry London

Surveyed Afloat or in Drydock Both

Name of Dock Langton D.D. & afloat Langton

Date of last examn. in Drydock

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

Last Report: No. 29330

Port N. G.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

must be reported in the terms of the Rules. The nature and extent of Examinations (if any) must be stated in detail, the parts examined and their condition being indicated. For Annual, Special or other Condition Surveys the Summary of Condition and Condition on the back of the Report is to be carefully completed and if necessary in the body of the Report. Outstanding items to complete the Survey are summarised at the end of the Report. The reasons for Repairs must be stated. An 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, be summarised in the form below. When, at a Special Survey, the Shell and Deck are drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain are replaced or retested the necessary particulars are to be given on Report 8(Eq) and be attached to this Report.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
100A1. with fbd.	1,58.	LMC.	9,54.
S.S. Shl.	9,54.	BS.M.	12,57.
		TS.CL.	1,58.
		s.p.s.	9,54.

and references to any letters relating to this Report

cases where the Surveyor has not made a special damage report he should state whether he offered services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified 10

OF 6,50.

8 1/2 ins

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

ATION AND REPAIRS AS PER RULE FOR DOCKING, A.L.L. Survey and General Examination for Postponement of Special Survey until 9, 59 (Refer Lon. letter dated 30.7.58)

Annual load line survey held - Rpt. C 11 (a) forwarded.

Wear and Tear Repairs.

A few keel plate rivets forward built up with welding.

Sounding pipe casing in No. 2 hold part renewed.

Fore peak valve extended spindle overhauled.

General Examination.

All the requirements of a General Examination have been complied with (See Table 1) and it is submitted the Owners proposal to postpone the Special Survey until 9,59 merits the favourable consideration of the Committee.

CONTINUATION SHEET 2

DESCRIPTION OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items

Survey also been held on machinery of the Ship? Yes

Is Classification Certificate required? If so, to be sent to

Report sent now, or when will it be sent?

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 seen, in my opinion is eligible to remain as classed with record of DS 8,58 subject to soft nose stem plating, side shell plating etc.(p.s.f.), structure of starboard deep tank between Nos. 1 & 2 holds, fracture in frame forward of injection valve etc., and to set up keel and bottom plating forward being dealt with as necessary by the Special Survey but without condition regarding drydocking (grounding).

S.R.L. Appendix - As previously noted.

G. Ord.

Surveyor to Lloyd's Register of Shipping

LIVERPOOL

7 OCT 1958

Date of Committee

Minute

DS 8:58 Amended subject

Noted for Header



© 2020

Proposal to defer SS until 9:59 approved.

Lloyd's Register Foundation

003275-003281-0133 1/2

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DOCKING AND GENERAL EXAMINATION SURVEY

Table with columns: Items, Now Examined (YES, NO, or NONE), Tanks, Now Examined Internally, Now Tested. Rows include Shell plating, Rudder, Weather Decks, Hatchways, Ventilator coamings, Holds, Tween Decks, Fore Peak Spaces, Engine Space, Boiler, Under Engines and Boilers, Tunnel and Well, Coal Bunkers, Chain Locker, Other Spaces, and various Tank types (F.P., A.P., D.B., Oil Fuel, Fresh Water, Deep, Oil Fuel Bunkers, Side, Wing, Other, Cargo, Cofferdams, Pump Rooms).

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? No
Have the bilges been cleaned out and examined? Yes Has cement in bottom been 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 Annual
Have the shell and deck plating been drilled as per Rule? If so, Report 8(Dr) to be attached
Have any alterations to the approved scantlings and arrangements now been effected? 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

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Table with columns: Item, Condition. Rows include Shell plating, Rudder and Sternframe, Decks, Superstructures, Coamings and Casings, Beams and Fastenings, Frames, Reverse Frames, Longitudinals, Transverses, Floors, Keelsons, Stringers, Inner Bottom Plating, and Bulkheads and Tunnel. Also includes Sluice Valves, Air and Sounding Pipes, Doubling Plates, Masts and Rigging, Chain Locker, and EQUIPMENT (Equipment Letter, Anchors, Cables, Hawser and Warps).

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

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee Gen. Exam. £35-0-0
Special Damage or Repair Fee (if any) £5-5-0
Travelling Expenses (if chargeable) £1-10-0
Second Surveyor's Fee (if any)
Date when A/c. Rendered

on the S.S. MEX KING EDGAR

DOCKING (continued)

Conditions of Class.

- 1. "Soft nose stem plating, side shell plating etc. (p.s.f.) and structure of starboard deep tank, between Nos. 1 & 2 holds being permanently repaired by 9,58, also to fracture in frame forward of injection valve etc., being dealt with by 10,58" - these items have been specially examined and found to continue efficient and it is recommended they be dealt with as necessary by the Special Survey.
2. "Drydocking (grounding)" - the following damage was found: - No. 3 keel plate from forward, A 2 (p.s.f.) and A 3 (P & SF) slightly set up. Rudder bottom pintle bush missing and remainder worn.

The Owners wished to postpone repairs to the bottom plating forward until the Special Survey and in my opinion this merits the favourable consideration of the Committee, the ship being considered efficient meantime.

Rudder repairs now Done.

Rudder lifted - all pintle bushes renewed.
Rudder tried on completion and found satisfactory.

S.R.L. Appendix.

Nothing done at this time - items examined and found to continue efficient.

