

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 ~~MSX~~

S.S.

KING EDGAR

Tons gross

7084

Year 1945

Month

Built at Glasgow

By Whom

Harland & Wolff Ltd.

When

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

To be filled in at Head Office.

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.	IMC.	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 OF SHEET 2

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

vey 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

Proposal to defer SS until 9:59 approved.

Noted for Header

40m, 3,58 T.

003275-003281-013312



TABLE 1

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

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	No
Rudder lifted	Yes	A.P. "	Yes	No
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams	3 & E.R. (Feed) (Part) - Yes.	No
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes			
Holds	All - Yes	Fresh Water Tanks		
		Deep Tanks		
"Tween Decks	All - Yes	Oil Fuel Bunkers and Settling Tanks		
		Side Tanks		
Fore Peak Spaces	Yes	Wing Tanks		
After " "	Yes	Other Tanks		
Engine Space	Yes	Cargo Tanks (Tankers)		
Boiler " "	Yes			
Under Engines and Boilers	Yes			
Tunnel and Well	Yes	Cofferdams		
Coal Bunkers	None			
Chain Locker	No	Pump Rooms		
Other Spaces	-			
		Have Tanks now Examined been Cleaned as Necessary?	Yes	
		Have Struts in Cargo Tanks (of Tankers) been removed?		
		Have Tanks been Retested as necessary after completion of any Repairs?		

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 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 &amp; 3—Yes, or All—

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	Sluice Valves examined and found	
" " in way of side scuttles	Not Ex'd.	Cement or Asphalt	Good	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Good
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good	Condition, how ascertained (State if wedges removed)	from deck
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Not Ex'd
Beams and Fastenings	Good	Shell Openings	None	EQUIPMENT	
Frames	Good	Ash Shoots	None	Equipment Letter	a t 2" 5Q.
Reverse Frames	Good	Overboard Discharges and Scuppers	Good	Anchors, No. of	3B 1 s Condition G
Longitudinals (2nd. DK)	Good	Freeing ports	Good	Cables (State if now ranged and examined)	
Transverses (2nd. DK)	Good	Steering Gear (Main and Auxiliary)	Good	" length stated mean diam. (on board) complete	
Floors	Good	examined and found	Good	" Rule Length	Size
Keelsons	Good	Windlass examined and found	Good	Hawsers and Warps	G
Stringers	Good	Pumps " " "	Good	State if any Anchors or Chain Cable have	)
Inner Bottom Plating	Good	W.T. Doors " " "	Good	now been supplied or retested, if so,	)
Bulkheads and Tunnel	Good			complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? (A) Part. See Below

(B) NO

REMARKS, REPAIRS, Etc. (Contd.)

Cont. Sheet 2

Continuation of Ship/Mchy. Report No. 8

Continuation of Report No.

dated 26.8.58

on the

on the S.S. ~~MEX~~ KING EDGAR

DOCKING ( continued )

Conditions of Class.

- " 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.
- "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.

Survey Fee Gen. Exam. £35-0-0

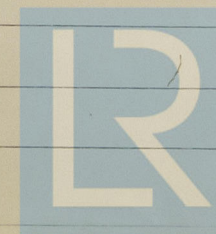
Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any) £5-5-0

Date when A/c. Rendered

Travelling Expenses (if chargeable) £1-10-0

T. (MADE AND PRINTED IN ENGLAND.)



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