

Rpt. 8

Port Liverpool. No. 149401

Date of writing Report 6. 6. 58. When handed in at Local Office Received London

Survey held at Liverpool. No. of Visits 10. First Date 14. 5. 1958. Last Date 31. 5. 1958.

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B. 07848 on the Iron or Steel M.S. "DEIDO" Tons gross 3959
Built at Ardrossan By Whom Ardrossan Dockyard Ltd. When Year 1928 Month 3
Owners Elder Dempster Lines Ltd. Owners' address (If not already in R.B.)
Managers Port of Registry Liverpool
Survived Afloat or in Drydock Both Name of Dock Queens D.D. & Harrington Date of last examn. in Drydock 23. 5. 58.

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

Last Report: No. 1837 Port Lgs.
To be filled in at 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.

[illegible]

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..... Freeboard as marked on ship and now verified.....ft.....ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR..... Docking & Damage.

Subsequent to undocking the ship sustained the following damage:-

Damage stated to have been caused by ranging against barge whilst loading cargo at Harrington dock, Liverpool on 29.5.58. Situated in way No.1 hold (ps).

Now Found.

Leakage from a few frame rivets in way of shell plate E.14 (p.s. from a).

Temporary repairs.

As time was not available for permanent repairs the following temporary repairs have now been effected.

Efficient cement box fitted in affected area between 1st & 2nd shell stringers.

It is recommended that the structure be specially examined & dealt with as necessary at the next D.S.

Wear & Tear Repairs.

Minor shell leakage caulked.

Subsequent to scaling, the following shell & bulkhead plates were found to be wasted locally and these have now been dealt with as indicated below.

Shell Nos. from aft. p&s sides.

Renewed :- F.14 & E.12 (ps).

Cropped and part renewed :- F.15 (ps). F.2.(ss)

...CONTINUATION OVER ~~XXXXXXXXXX~~

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								Temporary repairs.
Removed and Fair'd or Repaired								as per report.
Fair'd or Repaired in place								

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

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

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

Has Interim Certificate been issued? Yes copy attached.

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 seen, is eligible in our opinion to remain as classed with fresh record of D.S. 5,58 subject to shell plate E.14 etc. (ps from a) & bottom shell A,B & C strakes (p&s amids)(wastage at frames)being further examined and dealt with as necessary at the next D.S.

S.R.L. Appendix :- sternframe rudder post (s.s) pitted

Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

30m, 4, 57 T.

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Lloyd's Register
Foundation

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		Docking & Damage.		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			
Rudder lifted	No.	A.P. "			
Weather Decks, Superstructures and Casings	Yes.	D.B. Tanks (indicate Oil Fuel and Cofferdams)	Yes.	Yes (shell only)	
Hatchways, Covers, closing and securing appliances	Yes.	No.4 O.F. (ps)			
Ventilator coamings, skylights, companionways and closing appliances	Yes.	Fresh Water Tanks			
Holds No.1 at after bulkhead	Yes.	Deep Tanks			
"Tween Decks No.4 (lower ps) in way of repairs.	Yes.	Oil Fuel Bunkers and Settling Tanks			
Fore Peak Spaces	No.	Side Tanks			
After " "	No.	Wing Tanks			
Engine Space	No.	Other Tanks			
Boiler " "	No.	Cargo Tanks (Tankers)			
Under Engines and Boilers	No.				
Tunnel and Well	No.	Cofferdams			
Coal Bunkers	No.	Pump Rooms			
Chain Locker	No.				
Other Spaces	No.				
		Have Tanks now Examined been Cleaned as Necessary?			
		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. not required.

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? No. Has cement in bottom been examined? No.

Have the bilges been cleaned out and examined? Yes.

Has steelwork had rust removed and afterwards been recoated as necessary? not required.

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? No.

Has a Load Line Survey been held? No. If so, state which not required. If so, Report 8(Dr) to be attached.

Have the shell and deck plating been drilled as per Rule? No. If so, report details in body of Report.

Have any alterations to the approved scantlings and arrangements now been effected? No.

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

Doubled :- Doubling fitted between frames at after end E.13 (ps).
On completion of repairs shell satisfactorily hose tested.

Bulkheads.

Bulkhead at after end No.1 Hold :-

Lower portion of plating at wing & bulkhead boundary bar in way (ps) cropped & part renewed.
Lower portion of plating at wing (ss) fitted with efficient doubling.

Examination of the ships bottom revealed a certain amount of wastage in way of a number floor bottom frames on flat of bottom shell plates A6,7, B7, C8 & 11(ps) A6,7,8,9,10,B10, (continued sh)

Survey Fee 2
Special Damage or Repair Fee (if any) £7-7-0
W & T repairs. £15-15-0
Travelling Expenses (if chargeable) £19/-
Special att. £4-4-0

Second Surveyor's Fee (if any)

Date when A/c. Rendered

Rpt. 9a Cont. Sheet 2.

Port of Liverpool.

Continuation of Ship/XXX Report No. 8.

Continuation of Report No. 149401

dated 31. 5. 58.

on the

on the XXX M.S. "DEIDO"

(Continued).

C8,9 & 10 (ss) all from aft. Plating scaled externally & No.4 D.B. tank O.F. (ps) now examined internally. The internal structure was found to be efficient & satisfactory shell drillings were obtained in way. Tank also

satisfactorily water tested (shell only).

It is recommended that bottom shell A,B, & C strakes (p&s amids) be further examined at the next D.S.

Conditions of Class.

"Rudder mainpiece (E.W. 10,56 & previously) immediately above 2nd gudgeon from bottom & ~~shell~~ pitting of sternframe rudder post (ss) to be specially examined at next D.S." now examined & continue efficient & it is recommended that these items may now be deleted from conditions of Class & the rudder post pitting be noted in the S.R.L. Appendix.

"Side shell plating (p&s) in way of after bulkhead of No.1 hold to be examined & dealt with as necessary by 5,58" The cement box & temporary doubling plates fitted at Lagos (see Report No.1837) now removed & shell & bulkhead permanently repaired as indicated under "Wear & Tear Repairs". It is recommended that this item may now be deleted from Conditions of Class.
S.R.L. Appendix. No entry.