

-5. DEC. 1967

JH

Ship's Name SS/M6 "EFDEMON"

Port Rotterdam

Processing  
Number: LR 509793

Gross tons 7229

Rpt. No. 66743

Port of Registry Piraeus

Date of  
build 1943

Is there a Rpt. 9? yes

No. of visits 10

First date 13/10/67

Last date 6/11/67

Cert. B issued  
& copy herewith? yesDamage rpt. issued  
& copy herewith? no

Last rpt. (H.Q. only)

Date of  
completing rpt. 15/11/67

Surveyed at, if different from Port above Schiedam &amp; Rotterdam

Safcon Cert. (ST)  
issued & copy herewith? yes

If surveyed in D.D. last date of examination 30/10/67

Has a Load Line  
Survey been held? yes

Summer freeboard as verified 2960mm

State which additional Rpt. 8 is attached: (Cont); (A); (DR); (EQ); (Rig)

Survey fees

£ 1540.

Damage fee

Expenses

£ 87.50

S.A. fee

I have surveyed the above-named ship in accordance with the Rules for

Modified Special Survey and  
Load Line Survey

Ship examined in dry dock and found in satisfactory condition.  
Ship cleaned but not painted.

For items examined now see Report, back of this report and 8A.

For the actual drillings see Report 8dr.

For rigging see Report 8 rig

Necessary Wear and Tear Repairs now done

Horizontal stiffening of No. 2-4 hatch coaming port and starb.  
doubled where necessary.

Port and starb. ventilator coaming in way of bridge front removed and  
hole closed by steel plate. Port and starb. bulwark where necessary  
doubled. A number of steel air pipe flaps renewed.

4x120 fathoms new mooring ropes,

8"cc manila renewed.

A number of door sills of mast deck houses etc doubled.

Some wooden hatch covers renewed and repaired.

All hold ladders repaired.

Failures found but not repaired now.

Chain locker division bulkhead holed. On port 4 lengths of chaincable  
and starb. 2 lengths up to worn size.

Deep tank No. 3 in way of No. 4 hold specially examined and found in  
very poor condition (see also SRL No. 278) centre line bulkhead holed.

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.  
I recommend, therefore, that this ship remain as classed with a fresh record of dry docking.

have the notation Modified Special Survey for the period of one voyage in loaded condition from Rotterdam via Cape of Good Hope to Shanghai for discharging and in ballast condition to Formosa subject to port and starb. deep tank in way of No. 4 hold not to be used as tank until being permanently repaired.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the Interim certificate.)

Date of Committee

Minute

M. Boudesteijn  
Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

FRIDAY

5 JAN 1968

Deferred for comp SS & Equip  
AS 11/67

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taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due



	†Condition		†Condition
Shell plating	good	*Hatchways	good
Sternframe	good	*Ventilators & air pipes	good
Rudder	good	*Casings	good
Was rudder lifted?	no	*Fiddley openings	good
Plating, etc. in way of shell openings	good	*Skylights	good
F.P. spaces	good	*Flush deck scuttles	none
Chain locker	see report	*Deckhouses & companionways	good
A.P. spaces	good	*Superstructures	good
Engine space	good	*Side, bow & sterndoors	none
Boiler space	good	*Side scuttles & deadlights	good
Under E. & B.	good	*Ash shoots, etc.	none
Coal bunker	none	Scuppers, discharges & valves	good
Tunnel & well	good	Guard rails & bulwarks	good
Duct keel	none	Freeing ports	good
Cement, asphalt, etc., on btm. shell	good	<del>Garage &amp; lifelines</del>	good
Weather decks	good	Fittings & appliances for timber deck cargoes	none
Sounding pipes with doublers under	good	Means of escape:	good
Windlass	good	(a) machinery spaces	good
Masts & standing rigging	good	(b) crew and passenger spaces	good
Hand pumps & suction	good	(c) spaces in which crew normally employed	good
W.T. doors	good	Communications between:	good
Fire equipment	good	(a) bridge & eng. room	good
		(b) bridge and alternative steering position	good
		Steering control systems (main and alternative)	good
Other Items:	see report	Helm Indicator	good
		Protection of aft steering wheel & gear	good
		Steering arrangements (main)	good
		" (aux.)	good

†The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

complying with the Relevant Sections of the Rules

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

Valid only for one voyage to Formosa issued LR.

#### EQUIPMENT:

Equipment letter *a+ 2 1/16 sq* } State if ranged *yes*  
 Fee ltr., if diff. from eqpt. ltr. }  
 Anchors: No. on board *3 good* }  
 Cables }  
 Length on board *18 lengths of 27½ metres*  
 Mean dias. range from *PS 5 lengths 52mm*  
 Rule length *SS 7 4 47mm*  
 Mooring ropes *18 lengths 52,4mm 52.5*  
*4 47mm*  
*2 47mm*  
 Sufficient 4 Manila ropes renewed.

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

\*These Items to include their closing appliances, repairs and renewals of which should be reported.

Register Foundation



Rpt. 8 (cont.)

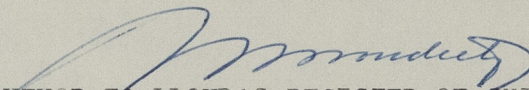
Ship's Name SS/MS "EFDEMON"

Port Rotterdam

Rpt. No. 66743

Port and starb. boat deck in very poor condition some holes closed by steel plate.

At the request of the Owners no repairs carried out and in my opinion these items are efficient only for one voyage to Formosa in order to be scrapped upon completion of voyage.

  
SURVEYOR TO LLOYD'S REGISTER OF SHIPPING

M. Boudesteyn.



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Ship's Name SS/MS ~~XX~~ "Erdemon"

Port Rotterdam

Modified S.S. ( D ) Due 9/66

Rpt. No. 66743

†Taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

†The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

Holds & 'Tween Decks:		†Condition	Tanks:	†Condition	Tested
			(See illustrations in Register Book)		
No. 1	Hold	good	F.P. tank	good	good
"	'Tween decks	good	A.P. tank	good	good
			D.B. tanks & c/dams	good	good
No. 2	Hold	good			
"	'Tween decks	good			
No. 3	Hold	good			
"	'Tween dks	good			
			O.F. bunkers	good	good
No. 4	Hold	good			
"	'Tween decks	good			
No. 5	Hold	good			
	'Tween decks	good	Settling tanks	not ex'd	-
No. 6	Hold	-	No. 3 Deep tanks	No. 1-2 good See Report	good
"	'Tween decks	-			-
			Side tanks	None	
	Cargo battens	good			
	Ceiling, etc	good	void space Other tanks	good	-

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey



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†CONDITION						TANKS	TESTED					
Port	Port	Ctre.	Stbd.	Ctre.	Starboard		Port	Port	Ctre.	Stbd.	Ctre.	Starboard
						No. 1 Cargo tank						
						" 2 " "						
						" 3 " "						
						" 4 " "						
						" 5 " "						
						" 6 " "						
						" 7 " "						
						" 8 " "						
						" 9 " "						
						" 10 " "						
						" 11 " "						
						" 12 " "						
						" 13 " "						
						" 14 " "						
						Pump room forward						
						" " amidships						
						" " aft						
						Cofferdams						
						Structure around cargo suction pipe strums						

NOT APPLICABLE

Condition of other items:

Corrosion control:

Anodes and  
their supports

Coatings



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Rpt. 8 (Dr.)

Ship's Name ~~SS MS~~ "EFDEMON"

Date of gauging 13/10/67 and

Port Rotterdam

Rpt. No. 6/11/67  
66743

Thicknesses of each strake of shell and strength deck plating (port and starboard) as ascertained by drilling or other approved method at two positions within the half length amidships for comparison with original thicknesses.

Thicknesses to be in decimals of an inch or millimetres and gaugings to be taken in accordance with Rules.

If plating is not fitted in longitudinal strakes the arrangement should be shown on a sketch and position of gaugings indicated.

**SHELL PLATING**—exact frame stations of gaugings to be stated

STRAKE		AFT FORWARD—FRAME Nos. 121/122						Fwd AFT—FRAME Nos. 50/51						REMARKS
Position	Letter	Original Thickness	Thickness by gauging		Diminution, if any		Original Thickness	Thickness by gauging		Diminution, if any				
			Port	Stbd	Port	Stbd		Port	Stbd	Port	Stbd			
Bridge sheerstrake														
Bridge strake below														
Sheerstrake	.70 K	17.8	18	17.5			17.8	18.5	18.25				.70	
1st strake below	.63 H	16	14.5	15.75			16	15	14				.63 drilled	
2nd	„ „ .63 G	16	13.5	12.75			16	11.25	10.75				.63	
3rd	„ „ .63 F	16	12.75	13			16	11.5	10.5				.63	
4th	„ „ .63 E	16	13.5	14			16	14.75	15				.63 drilled	
5th	Bridge ↑ .64 D	16.25	15	14.5			16.25	16.5	16.25				.64	
6th	„ „ .64 C	16.25	16.75	15.75			16.25	15.25	16.25				.64	
7th	„ „ .64 B	16.25	16.25	15.75			16.25	16.25	16				.64	
8th	„ „ .64 A	16.25	16.5	16			16.25	16	16.25				.64	
9th	„ „ .88 keel	22.4	19.5				22.4	20.75					.88	
10th	„ „													
11th	„ „	152.4	146	4%			152.4	149.5	2%				Rule	
12th	„ „												T. 15% B 20%	

**STRENGTH DECK**—exact frame stations of gaugings to be stated

Stringer Plate	.71		18	12.5	12.5		18	15	12.5					.71 drilled
1st strake inboard	.71		18	8.75	12.5		18	12.5	13.5					.71
2nd	.71		18	13	12.75		18	17	15					.71
3rd														
4th			143.6	107.5	25%		143.6	122.25	15%					
5th														
6th														



Rpt. 8 (Rig)

Ship's Name SS/~~MS~~ "EFDEMON"

Port Rotterdam

(Matter above line is completed by Lloyd's Register of Shipping)

Rpt. No. 66743

Port of Rotterdam

Date

## REPORT ON MASTS, SPARS AND RIGGING

Dear Sir(s),

In accordance with your instructions, I examined the Masts, Spars and Standing Rigging, including fittings, of the SS/~~MS~~ "EFDEMON" on ~~the date of examination~~ during the Modified Special Survey ~~and found that~~ carried out on the 13/10/67 and subsequent dates found all in satisfactory condition for the voyage Rotterdam to the Far East in order to be scrapped.

Fee

Rigger

To the Surveyor(s),

Lloyd's Register of Shipping,

Surveyor

M. Boudesteyn



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