

Received by Chief Ship Surveyor 26.1.03.

Received from Chief Ship Surveyor _____

VESSEL'S NAME S.S. "City of Edinburgh" Report Bel No. 5543

ex "Maplemore"

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Nature of Survey

Damage. Part SS No. 1. & Alterations.

The Barry Surveyors reported in September last that this vessel had sustained damage to the bottom plating, frames &c., through grounding and temporary repairs were effected.

The Belfast Surveyors now report that the S.S. No. 1, due 2, 03, has been partly held, and to complete the same the bottom requires to be examined in dry dock, all holds, peaks and cross bunker to be sealed and recoated, tank under engines, and fore and after peak tanks to be examined inside, fore peak tank and deep tank to be tested. Side bunkers, sluices, WT doors and pumps to be examined.

On account of damage referred to by the Barry Surveyors two plates on starboard side forward have been removed and faired and and 2 beams 5 plates faired in place, ~~and~~ 5 frames and reverse frames repaired, and minor repairs. The inside of the cellular double bottom was examined and it was found that the cement on the inside surface of plating of D, E & F strakes had been recently repaired and the plating was evidently indented at these places, but no damage to floors, intercostals, riveting, tank top &c., could be seen, and in the Surveyors opinion the repairs at this part might safely be left to be dealt with as found necessary when the vessel is next placed in dry dock.

The vessel originally had a shelter deck fore and aft and this has now been converted into a poop, bridge and forecastle in accordance with approved plans attached. The sheerstrake has been

doubled in way of each well, large doubling plates fitted at sides of hatchways and an additional web frame fitted in way of hatchway in fore well. A number of minor alterations to deck fittings were also effected.

The deck in each well was found to be leaking and arrangements have been made for this deck to be retested on the vessel's arrival at Glasgow.

It is submitted the vessel appears worthy of the unrestricted Class 100A1 with record of survey 1.03 subject to the deck in wells being made tight as proposed, and the indented bottom plating being satisfactorily dealt with as may be found necessary when the vessel is placed in dry dock. Notation of S.S. No.1 being deferred for completion of same as recommended.

As the shelter deck has now been altered to ordinary disconnected poop, bridge and forecastle, the freeboard is not now required as a condition of the classification. Amended freeboards have however been assigned in accordance with the Tables.

100 A1

1.03 Bel

Subject to

J.V.

76.1.03

Record of "Shelter DK with freeboard" to be deleted.
Insert P85' B 180' F119'

G.Hill

Plans & Correspondence

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REL72-0012(2/2)

subject to the deck in wells being made tight, and the repairs of indented bottom plating as may be found necessary, when vessel is placed in dry dock.