

REPORT OF SURVEY FOR REPAIRS, &c.

of writing Report... 24.12.47 When handed in at Local Office... 1 JAN 1948 Port of **HULL**

No. in Survey held at **Hull** Date, First Survey **27.10.47** Last Survey **12-12-1947**
g. Book **64868** on the **Wood, Iron or Steel** **S.S. "KING EDGAR" (ex "Empire Gambia")** (No. of Visits **18**)

7429 TONNAGE :- Built at **Govan** By whom **Harland & Wolff** When **1945**
ROSS **7074** Owners **King Line Ltd.** Owners' Address
UNDER DK. **6617** Managers **Dodd, Thompson & Co Ltd.** Port belonging to **Glasgow**
NET **4870**

urveyed Afloat or in Dry Dock? **Both** Name of Dock **King George** Destined Voyage **✓**
LLDBorDBa feet; uE&B feet; f feet
al capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.
N.B.—All alterations in the existing records should be underlined.

ast Report, No. Port
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. **100A1 with freeboard**
Date of last Survey and of Periodical Surveys. **(Class? contemplated)**
Examined **12.46.**

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

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

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

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

PAIRS, OR EXAMINATION AS PER RULE, FOR **Damage, Alterations & Special Survey for Classification.**

Damage (cause not stated). See Hong Kong Rpt. N° 9125 + Vancouver Rpt N° 7374.

Repairs now done: Port side deep tank forward—after bulkhead plating released & faired & re-riveted; 3 vertical stiffeners released & faired, 2 horizontal stiffeners removed, faired & refitted, all horizontal stiffener bracket released & re-riveted in after and inboard bulkheads.

Two hull angle struts fitted additionally at upper & lower horizontal stiffeners, fitted fore & aft. Double gauges found in tank air pipes port now removed.

Deep tank tested in completion & found satisfactory. P.T.O.

Summary of Damage Repairs :-

Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	/	/	/	/	/	/	Deep tank bulkhd stiff
Removed and Faired or Repaired	/	/	/	/	/	/	" " bld plating, bld etc.
Faired or Repaired in place ...	/	/	/	/	/	/	

PRESENT CONDITION OF THE

Planking of Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	Good
Stimings	✓	Ceiling	none	Coal Bunkers, Openings, Covers, &c.	✓	(State if on Felt.)	✓
Rims & Fastenings	✓	Cement or Asphalt	Good	Oil Bunkers	✓	When fitted, Month	Year
Inside Plating	✓	Rudder	✓	Scuppers	Good	Boats	Good
" in way of sidelights	✓	Steering gear and its connections	✓	Cargo Hatchways	✓	Masts, Yards, &c.	✓
Frames	✓	Windlass	✓	Hatches	✓	Condition, how ascertained	See Report.
Reverse Frames	✓	Have pumps been examined and found efficient?	Yes.	Planking	✓	(State if wedges removed.)	none
Longitudinals	✓	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓	Equipment letter	at
Inverses	✓	Have Watertight Doors been examined and found efficient?	Yes.	Treenails	✓	Anchors, No. of	38. 15.
Ports	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stemson	✓	Cables (State if now ranged)	Yes.
Belsons	✓	Air and Sounding Pipes	✓	Transoms, Pointers & Crotches	✓	" length 270 mean diamr. 2" Tapes	✓
Fingers	✓	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings	✓	" Rule length ✓ size ✓	✓
Inner Bottom Plating	Good			" " at other places	✓	Chain Locker	Good
Have the Tanks been examined internally?	Yes.			Stringers, Clamps & Shelves	✓	Hawsers & Warps	Sufficient
Have the Tanks been tested?	Yes.			Salting	State if examined.	Standing and Running Rigging	Good.
						Sails	✓

General Observations, Opinion as to Class, Recommendation, &c. :-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1-38."

This vessel is eligible in my opinion to be classed 100A1 with

freeboard, with notation S.S. Hull 12.47 and record of survey 12.47 on

completion of the survey.

Survey Fee (per Section 29) **Alteration** £ 82 : 0 : 0 Fees applied for, **1 JAN 1948**
Special Damage or Repair Fee (if any) £ 6 : 6 : 0 Received by me, **J. B. Beasley + H. B. Edwards**
Selling Expenses (if chargeable) £ : : : Surveyor to Lloyd's Register of Shipping
and Surveyor's Fee (if any) £ : : : **19 MAR 1948**

Committee's Minute **See memo on file report**
Character Assigned **12.47 Hull without Spl cond**
(Classification contemplated) Examined **12.46**
Hull S (ex) H. 47 Cargo battens not fitted **12.46**

emca) S.S. "King Edgar" (ex Empire Gambia)

Classification Survey:

Now done: Vessel placed in dry dock, shell plating & rudder cleaned, examined and re-coated.

Examined - All holds, decks, tween decks, engine & boiler spaces, under engines & boilers, pocket bunkers & s.s., plating in way of sidelights, chain locker, anchors & cables, fore peak & after peak spaces, fore peak & after peak tanks internally, all double bottom tanks & deep tanks, masts (no wedges) & rigging, hatchways, covers, supports, tarpaulins, cleats & lashing arrangements, ventilators, air & sounding pipes, steering gear, auxiliary steering gear, windlass, pumps, W.T. doors, general equipment and freeboard.

Spaces cleared, cleaned + rust removed as required.

steelwork afterwards re coated as necessary.

Tested: - All double bottom tanks except in way of cross bunker
deep tanks & fore & aft peak tanks.

Repairs - minor K. & T. repairs only effected.

Alterations - Compensation satisfactorily fitted as under / see

London letter 5 Diners 13.12.46 and amended Org. N° 16)

- (1) Reverse bars 4"x4"x.46/ fitted to hold frames N^o 29, 32 & 107 posts. efficiently connected to frame brackets & beam knees.
- (2) Reverse bars 4 x 4 x .40/ posts fitted to weather deck beams

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintended.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

N^o 27, 53, 71(4) 72(5), 78, 119, 123, 144, 147, extending from within quarter grids + overlapping bear knees!

- (3) web frames $36" \times 44"$, flanged 6" fitted pos. in 'tween decks
on frames 53, 74 (p) 75 (s), 107, 119, 123, 147. ✓

The following alterations effected to Barnes' requirement:

Vertical sliding w.f. door fitted at entrance to tunnel, with

control gear led to deck level fitted with indicator.

weather deck aft - escape hatches blanked & converted

with skylights.

Doorway in after deckhead p.s. aft permanently blinded by fwd steel plate.

Accommodation removed from after twelve decks, 8 side scuttles removed port. & blanked by spigotted patches, 4 sanitary discharges above deck, & one below deck (S.S.) removed & holes blanked.

Accommodation bulkheads removed from fore end of No. 4 tween decks, longitudinal mb. bulkhead fitted in lieu, & suitable stiffening provided for supporting weather deck, winch, etc.

Loadline Renewal Survey carried out concurrently, about 30 hatch
wood covers & 6 tarpaulins renewed, & new certificates issued.

To complete the Survey, the cross bunker remains to be examined, and the double bottom tank in way to be tested.

Note. During the course of the Survey the following defects were noted, but are not considered to affect the class of the vessel: Shell plating in A, B & C stacks p/s amidships are somewhat wavy; weather deck plating p/s abreast fiddle casing is somewhat wavy locally. *PK*