Rpt. 8

Port Greenock. No. 26372.

Date of writing Report 25th March 1959. When handed in at Local Office 27th March 1959. Received London

Survey held at GREENOCK No. of Visits 41 First Date 12th JANUARY 1959 Last Date 20th MARCH 1959

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. 67310 on the ~~Iron or~~ Steel M.S. KING ALFRED Tons gross 6919.

Built at GREENOCK By Whom THE GREENOCK DOCKYARD CO LTD When (Year Month) 1941

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 JAMES WATT DOCK AFLOAT AND GARVEL DRYDOCK Date of last examn. in Drydock 12/3/59.

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

Last Report: No. 139383 Port Lo.
To be filled in at Head Office.

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.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
100 A1 with freeboard	+ LMC
SS 12/54 (SHL)	CS 12/54
DS 2/58	d 3/58
	CL 9/57
Classed 7.47	S/S 12/54
(SD)	Oil Engine

Give dates and references to any letters relating to this Report

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 Yes to Owners. Freeboard as marked on ship and now verified 10 ft 8 ins

Superintendent – not required Was a damage report made by anyone else? If so, by whom? No.

EXAMINATION AND REPAIRS AS PER RULE FOR Damage; Special Survey (C) and Renewal Freeboard; Docking Survey.

Damage No 1: Stated to have been caused by grounding at St Vincent, Cape Verde Islands 14/3/58.
Ship examined in drydock and found Plate No D11 (P) indented in way of No 2A DB tank.
How done: Shell plate No D11 (P) faired in place and No 2A DB tank tested under pressure and found satisfactory.
Damage No 2: Stated to have been caused by contact with barge at Yawata 2/7/57.
Damage situated on stern plating.
Found: Soft nosed stern plate below forepeak tank top and adjacent shell plate in 3rd strake below main shear port and starboard holed in way of stringer.
How Done: Soft nosed stern plate renewed and adjacent shell plate in 3rd strake below main shear port and starboard crippled and part renewed. Forepeak tank tested under pressure on completion and found satisfactory.
Damage No 3: Cause unknown
Damage situated in way of side shell of No 1 Hold starboard.
Found: Shell plate No 3 in 4th below shear (SSF) indented.
How Done: Shell plate No 3 in 4th below shear (SSF) faired, shell hose tested CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	3							
Removed and Faired or Repaired								
Faired or Repaired in place	3							

Has a Survey also been held on machinery of the Ship? Yes. Is Classification Certificate required? If so, to be sent to

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

It is submitted that this ship is eligible to remain as classed and to have a record of Docking Survey 3/59 and the notation of S.S. GRK. 3/59 subject to sternframe erosion (renewed 3/59) being specially examined next drydocking.

G. F. Jackson + Alexander P. Wood
Surveyors to Lloyd's Register of Shipping
James S. Bland.

NOTED FOR BOOKING

GLASGOW -7 APR 1959

Date of Committee

Minute DS. 3.59 Subject
TS CL. 3.59 SS. GRK - 3.59 CS. 3.59, without spl. cond. (M.). DBS. 1.59.

Note Appendix deletion etc.

30m,4,57 T.

Noted for Header

CERTIFICATE WRITTEN. 29/4/59

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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Periodical Special SURVEY (C)

Items	Now Examined (YES or NONE)	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes.	F.P. Tank	Yes.	Yes.
Rudder lifted	Yes.	A.P. "	Yes.	Yes.
Weather Decks, Superstructures and Casings	Yes.	D.B. Tanks (indicate Oil Fuel) and Cofferdams all	Yes.	Yes.
Hatchways, Covers, closing and securing appliances	Yes.			
Ventilator coamings, skylights, companionways and closing appliances	Yes.	Fresh Water Tanks all	Yes.	Yes.
Holds all	Yes.	Deep Tanks	Yes.	Yes.
'Tween Decks	Yes.	Oil Fuel Bunkers and Settling Tanks	—	—
Fore Peak Spaces	Yes.	Side Tanks	—	—
After " "	Yes.	Wing Tanks	—	—
Engine Space	Yes.	Other Tanks	—	—
Boiler "	Yes.	Cargo Tanks (Tankers)	—	—
Under Engines and Boilers	Yes.			
Tunnel and Well	Yes.			
Coal Bunkers Spaces.	Yes.	Cofferdams all	Yes.	Yes.
Chain Locker	Yes.			
Other Spaces		Pump Rooms	—	—

Have Tanks now Examined been Cleaned as Necessary? Yes.
Have Strums in Cargo Tanks (of Tankers) been removed? —
Have Tanks been Retested as necessary after completion of any Repairs? Yes.

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? Yes.
Have the bilges been cleaned out and examined? Yes. Has cement in bottom been 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? —
Has a Load Line Survey been held? Yes. If so, state which Renewal Freeboard
Have the shell and deck plating been drilled as per Rule? No If so, Report 8(Dr) to be attached —
Have any alterations to the approved scantlings and arrangements now been effected? Yes (In Deep Tank) 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 & 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	good	Sluice Valves examined and found	
" " in way of side scuttles	good	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	good	Condition, how ascertained (*State if wedges removed*)	By exam^n See Report 14
Coamings and Casings	good	and closing appliances	good	Chain Locker	good
Beams and Fastenings	good	Companionways and Skylights	good	**EQUIPMENT**	
Frames	good	Shell Openings	good	Equipment Letter	a f
Reverse Frames	good	Ash Shoots	—	Anchors, No. of 38 + 15. Condition	good
Longitudinals	—	Overboard Discharges and Scuppers	good	Cables (*State if now ranged and examined*)	Yes.
Transverses	—	Freeing ports	good	" length (*on board*) 270 mean diam.	23/16
Floors	good	Steering Gear (Main and Auxiliary)		" Rule Length 270 Size	25/16
Keelsons	good	examined and found	good	Hawsers and Warps	good
Stringers	good	Windlass examined and found	good	State if any Anchors or Chain Cable have	13 Lengths
Inner Bottom Plating	good	Pumps " " "	good	now been supplied or retested, if so,	cable renewed
Bulkheads and Tunnel	good	W.T. Doors " " "	good	complete Report 8(Eq) and attach.	

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

REMARKS, REPAIRS, Etc. (Contd.)

on completion and found satisfactory.
Damage No 4: Cause unknown.
Damage situated in way of side shell of No 1 Hold port.
Found: Shell plate No 3 in 4th below sheer (P.S.F.) indented
Has done: Shell plate No 3 in 4th below sheer (P.S.F.) faired; shell have tested on completion and found satisfactory

Periodical Special Survey (C) and Renewal Freeboard Survey carried out at this time all in accordance with Tables 1 and 2 of report.

Survey Fee £148-0-0
WEAR + TEAR REPAIRS £35-0-0
Special Damage or Repair Fee (if any)
SUNDAY FEE 5-5-0
Travelling Expenses (if chargeable)
Second Surveyor's Fee (if any)
Date when A/c. Rendered 28th MARCH 1959

20m.11.57. T. (MADE AND PRINTED IN ENGLAND)

Rpt. Cont^n. Sheet 2 — 8

Port of Greenock — Continuation of Ship/~~Mot~~. Report No. 26372 — dated 25th MARCH. 1959.

on the ~~S.~~/M.S. "King Alfred"

Wear and Tear Repairs:

Rudder:- A number of small fractures on side plates weld out and welded Horizontal palm (EW 18.54). This was examined and remains satisfactory.

Sternframe Solepiece: (EW 10/56): Found welding badly cracked; welding now cut away and solepiece remelded.

Sternframe gudgeon end from top: (EW + remf. 9.57). This was examined and remains satisfactory.

The Surveyors are requested not to write in the space above

RPT 8(Eq) (EQUIPMENT) To be securely attached to

SHIP'S NAME MV "KING ALFRED." REPORT 8 No. 26372

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

ANCHORS

Number of Certificate	Anchors	Weight Ex Stock Cwts. qrs. or Kilogs	Weight Ex Stock lbs.	Weight of Stock Cwts. qrs. or Kilogs	Weight of Stock lbs.	Test per Certificate Tons	Test per Certificate Cwts. qrs. or Kilogs	Test per Certificate lbs.	Weight Required by Rule Cwts. qrs. or Kilogs	Weight Required by Rule lbs.	Description of Anchor (If Patent, state name of Patentee)	Makers (If Stockless, state Mechanical Test)	Where and when tested and Superintendant
Collective Weight	Stream												

CHAIN CABLES

SHEET 1 (SEE SHEET 2)

Number of Certificate	Length and size supplied: Length Fathoms or Metres	Length and size supplied: Diam. Ins. or M/ms	Test per Certificate: Statutory Tons or Kilogs	Test per Certificate: Breaking Tons or Kilogs	Weight of Chain Cable: Supplied Cwts. qrs. or Kilogs	Supplied lbs.	Rule Cwts. qrs. or Kilogs	Rule lbs.	Length and size per rule: Length Fathoms or Metres	Length and size per rule: Diam. Ins. or M/ms	Description	Makers of Cable	Where and when tested and Superintendant
32170	15½	25/16	90.25	134.75	43 2	6	40 0	0	15	25/16	STUD LINK	W. L. SYKES LTD	R.J. VEGAN LOW WALKER 14/9/58
32171	"	"	"	"	45 2	13	40 0	0	"	"	" "	"	" "
32178	"	"	"	"	43 2	13	40 0	0	"	"	" "	"	" 17/6/58
32179	"	"	"	"	45 2	6	40 0	0	"	"	" "	"	" "
32225	"	"	"	"	43 1	6	40 0	0	"	"	" "	"	S. FLAVELL " 14/9/58
32226	"	"	"	"	43 2	13	40 0	0	"	"	" "	"	" " 15/9/58
32230	"	"	"	"	43 3	6	40 0	0	"	"	" "	"	R.J. VEGAN " 16/9/58
32270	"	"	"	"	43 0	27	40 0	0	"	"	" "	"	" "
32271	"	"	"	"	43 1	20	40 0	0	"	"	" "	"	" "

Surveyor to Lloyd's Register of Shipping

Note:—Where anchors or chain cables are lost or condemned and renewed or supplied the corresponding test certificates should be cancelled by the Surveyors.

Have test certificates of new equipment (if now supplied) been checked and endorsed?

3m.5.55. T.

Port and Starboard.

Shell Plate No A9; C4 and D9: Cropped and part renewed
" " " A10; C6 and D10: Renewed
" " " B9: Renewed and extended 1 frame space forward.

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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Periodical Special SURVEY (C)

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.	Yes.
Rudder lifted	Yes.	A.P. "	Yes.	Yes.
Weather Decks, Superstructures and Casings	Yes.	D.B. Tanks (indicate Oil Fuel) and Cofferdams all	Yes.	Yes.
Hatchways, Covers, closing and securing appliances	Yes.			
Ventilator coamings, skylights, companionways and closing appliances	Yes.	Fresh Water Tanks all	Yes.	Yes.
Holds all	Yes.	Deep Tanks	Yes.	Yes.
'Tween Decks	Yes.	Oil Fuel Bunkers and Settling Tanks	–	–

Periodical Special Survey (C) and Renewal Freeboard Survey carried out at this time all in accordance with Tables 1 and 2 of report.

Survey Fee £148-0-0
WEAR & TEAR REPAIRS £35-0-0
Special Damage or Repair Fee (if any)
SUNDAY FEE 5-5-0
Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)
Date when A/c. Rendered 28th MARCH 1959

Rpt. Contn. Sheet 2

Port of Greenock — Continuation of Ship/~~Mdy~~. Report No. 26372 dated 25th MARCH 1959.

on the ~~S.~~/M.S. "King Alfred"

Wear and Tear Repairs:

Rudder:- A number of small fractures on side plates weld out and welded Horizontal seam (EW 18.54). This was examined and remains satisfactory.

Sternframe Soleplate: (EW 10/56): Found welding badly cracked; welding now cut away and soleplates remelded.

Sternframe gudgeon end from top: (EW + renf. 9.57). This was examined and remains satisfactory.

Port and Starboard.

Shell Plate No. A9; C4 and D9: Chipped and part renewed

" " " A10; C6 and D10: Renewed

" " " B9: Renewed and extended 1 frame space forward.

20m.11.57. T. (MADE AND PRINTED IN ENGLAND)

The Surveyors are requested not to write in the space above

RPT 8(Eq) (EQUIPMENT) — To be securely attached to

SHIP'S NAME M.V. "KING ALFRED" — REPORT 8 — No. 26372

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

ANCHORS

Number of Certificate	Anchors	Weight Ex Stock Cwts. qrs. or Kilogs	Weight Ex Stock lbs.	Weight of Stock Cwts. qrs. or Kilogs	Weight of Stock lbs.	Test per Certificate Tons Cwts. qrs. or Kilogs	Test per Certificate lbs.	Weight Required by Rule Cwts. qrs. or Kilogs	Weight Required by Rule lbs.	Description of Anchor	If Patent, state name of Patentee	Makers	Where and when tested and Superintendant	If Stockless, state Mechanical Test
	Collective Weight													
	Stream													

CHAIN CABLES

SHEET (2)

Number of Certificate	Length and size supplied Length Fathoms or Metres	Length and size supplied Diam. Ins. or M/ms	Test per Certificate Statutory Tons or Kilogs	Test per Certificate Breaking Tons or Kilogs	Weight of Chain Cable Supplied Cwts. qrs. or Kilogs	Weight of Chain Cable Supplied lbs.	Weight of Chain Cable Rule Cwts. qrs. or Kilogs	Weight of Chain Cable Rule lbs.	Length and size per rule Length Fathoms or Metres	Length and size per rule Diam. Ins. or M/ms	Description	Makers of Cable	Where and when tested and superintendant
6096	15/16	2 5/16	96.25	134.75	43 2	20	40 0	0	15	2 5/16	STUD LINK	W.L. SIERS & CO LTD	H. PHILLIPS CRANEYHEATH 3/3/59
6097	"	"	"	"	43 2	16	40 0	0	"	"	"	"	"
6098	15/16	"	"	"	43 1	20	40 0	0	"	"	"	"	"
6099	15	"	"	"	43 1	0	40 0	0	"	"	"	"	"
6080 (END SHACKLE)	FOR 2 5/16 CABLE		"	"	1 2	0							
6081 END SHACKLE FOR 2 5/16 CABLE			"	"	1 1	14							

Surveyor to Lloyd's Register of Shipping

Note:—Where anchors or chain cables are lost or condemned and renewed or supplied the corresponding test certificates should be cancelled by the Surveyors.

Have test certificates of new equipment (if now supplied) been checked and endorsed?

3m.5.55. T.

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Rpt. Contn. Sheet 8 2

Port of Greenock Continuation of Ship/~~Mchy~~. Report No. 26372 dated 25th MARCH. 1959.

on the ~~S.~~/M.S. "King Alfred"

Wear and Tear Repairs:

Rudder:- A number of small fractures on side plates veed out and welded

Horizontal palm (EW 18.5A). This was examined and remains satisfactory.

Sternframe Solepiece: (EW 10/56): Found welding badly eroded; welding now cut away and solepiece remelded.

Sternframe gudgeon end from top: (EW + reinf. 9.57). This was examined and remains satisfactory.

After Keelplate: Wasted at aft end. Doubling now fitted and welded on underside and flanged up side of plate (P & S).

No 1 Hold:- Forward C/L Bulkhead: 1 stiffeners bracket to T.T. renewed.

Aft C/L Bulkhead: Flange of 1 stiffeners bracket removed and OA fitted in lieu

Aft Tweendeck Bhd: 5 stiffeners cropped and part renewed at bottom.

No 2 & 2A Hold: Tweendeck Plating: Centre strake and plate outboard Stbd cropped and part renewed forward of No 2 Hatch.

Stringer plate port and starboard doubled where grooved in way of gutterway bar.

Aft Tweendeck Bhd: Cropped and part renewed at bottom port and starboard

Tweendeck: 4 after frames port and starboard cropped at bottom & part renewed.

Bunker Tweendeck Space (P): Deck stringer plate cropped and part renewed over 12 frame spaces.

12 aftermost tweendeck frames cropped and part renewed

Aft Bhd (P & S): Cropped and part renewed at bottom, outboard

No 4 Hold: 2 Tweendeck pillars removed, faired and refitted.

Tweendeck Plating: Stringer plate port and starboard doubled where grooved in way of gutterway bar and over full width of plate at forward end.

No 5 Hold: Tweendeck Plating: Stringer plate port and starboard doubled where grooved in way of gutterway bar and over full width of plate at forward end.

Forward Tweendeck Bhd: 4 stiffeners cropped & part renewed at bottom

Shell Plating: A number of scrubbed rivets in shell plate seams and butts in way of No 1 Hold, No 1 DB tank, Forepeak tank, Engine Room port and starboard renewed.

No 1 DB Tank: Defective rivets in intercostal angles to floors renewed; broken cement renewed

No 2 DB Tank: Pitting found on inside of shell plating and the undernoted shell plates renewed.

Port Side: Shell Plates A12/13: Cropped and renewed as 1 plate.

Shell Plate B11: Cropped and part renewed

" " B12: Renewed.

" " C9: Renewed.

Stbd Side: " " A12: Cropped and part renewed

" " B11: Plate doubler fitted

In addition; local isolated pittings on remainder of shell plating were electrically welded or doubled.

No 2A DB Tank: Defective rivets on intercostal angles to floors, and floor connections to bottom frames renewed port and starboard.

No 3 DB Tank: Pitting found on inside of shell plating and the undernoted shell plates renewed.

Keel Plate No 8: Cropped and part renewed

" " No 9: " " " "

Port and Starboard:

Shell Plate Nos A9; C4 and D9: Cropped and part renewed

" " " A10; C6 and D10: Renewed

" " " B9: Renewed and extended 1 frame space forward.

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Port of Greenock Continuation of Ship/~~Mar~~y. Report No. 26372 dated 25th MARCH. 1959.

on the ~~S.~~/M.S. "King Alfred"

No 3 DB Tank Cont'd: These renewals cover entire area of shell plating in way of tank.
Defective rivets in intercostal angles to floors renewed port & starboard
Bottom frames, skeleton floor brackets and intercostal girder plates crofted and part renewed port and starboard.

Engine Room (PF) DB Tank: Defective rivets in floors renewed port and starboard
Margin plate port side crofted and part renewed in way of forward boiler stool.

No 4 DB Tank: Defective shell bottom rivets renewed port and starboard
Defective rivets in intercostal angles to floors and in floor connections to frames renewed port and starboard.

No 5 DB Tank: Broken and defective cement on shell renewed.

Deep Tank: 2 deckhead plates (inboard of stringer plate) crofted and part renewed (P & S)
9 beams renewed from port to starboard
Forward Bhd: Plating renewed entirely.
Aft Bhd: Cofferdam fitted in lieu of renewing bottom strake of plating and lower stringer (See Plan now enclosed)
24 new B.P. stiffeners fitted between existing stiffeners in lieu of renewing existing stiffeners.
C/L Bulkhead: Stiffeners renewed complete with brackets.
Pillar Bhd: Channel stiffeners doubled (P & S) and brackets to Tank top renewed.
Gusset Plating: crofted and part renewed port side
Shell Plating: (Port and Starboard)
Shell Plates G 10/11: crofted and renewed as 1 plate.
Shell Plate H 10: Renewed
" " H 9: Plate doubler fitted
" " J 10: Renewed
8 shell frames fitted with OA reverse bars port and starboard
Lower shell stringer renewed port and starboard.

Aft Peak Tank: C/L Washplate Bhd: Crofted and part renewed
Aft Bhd: Stiffeners fitted with plate doublers.
Defective rivets in stringer connections to shell chocks renewed.

Transome: 4 deckhead beams renewed
3 beam knees renewed (P & S)
deckhead girder renewed (P & S)
5 shell frames fitted with plate doublers port and starboard.

Steering Gear Flat: Stringer plate fitted with plate doubler (P & S) aft of steering engine and over Transome

Engine Room: Defective rivets in frame connection to bilge brackets renewed port side

Tunnel Shaft Stools: Defective rivets in top bars hardened up and toe of bars welded

Upper Deck Guard rails and stanchions: Faired or renewed as necessary (P & S)

Bulwarks: Rail bars and plating part renewed (P & S)

Upper Deck Hatch coamings: Horizontal B.A stiffeners renewed on all Upper Deck cargo hatches and on Bunker Space hatch starbd.
Plate doublers fitted on hos 1, 2, 4 and 5 hatch coamings
Port side coaming and deck bar renewed on hos 2A and Deep Tank hatches.

Hatch Covers: 156 renewed.

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Port of Greenock Continuation of Ship/~~Mach~~. Report No. 26342 dated 25th MARCH. 1959.

on the ~~S.S.~~/M.S. "King Alfred"

Hatch battens: A number renewed

Vents: 10 coamings renewed and 3 doubled

Wood Plugs: 19 vent plugs and 22 air pipe plugs renewed

Canvas Covers: 65 " covers " 49 " " covers renewed

Fiddley Top: Plate doublers fitted at aft end and port & starboard

E.R. Skylight: 5 hinged steel covers renewed.

Poop House: Side plating doubled at base (P.&S.)

Engineers Houses: Deck bar on aft casing renewed and aft casing part renewed at bottom
port and starboard casings fitted with plate doublers at bottom
Deck bar on forward casing renewed (P.&S.)

Galley Casing: Deck bar on forward casing renewed and casing part renewed at bottom

Saloon House: Deck bar on aft casing renewed and casing renewed at bottom
port and starboard casings fitted with plate doublers at bottom.

Chain lockers: Forward bulkhead crofted and part renewed at bottom
" " 2 stiffeners renewed and 2 part renewed
Aft " Stiffeners brackets to FP tank top renewed
Plate doublers fitted on FP tank top extending from Port to Stard x 1 frame space in width at fore end of lockers.
Aft vertical plate on C/L Bulkhead renewed
2 Spurling pipes renewed, upper deck plating and beams in way part renewed.

Suction Pipes: A number of tank suctions and bilge suction pipes renewed

Air & filling pipes: A number of air and filling pipes renewed

Sounding pipes: A number of sounding pipes to bilges and tanks renewed

Scuppers pipes: A number of scuppers pipes renewed.

Other minor wear and tear repairs also dealt with at this time.

Conditions of Class:

Subject to D dbg (grdg). Rudder horizontal palm (EW 12/54). Sternframe gudgeon 2nd from top (EW & reinf 9/57) also to sternframe soleplates (erosion) EW 5/56 to be specially examined N.D.D. No 2 DBT (internal shell pitting) also indented stem and stem plating to be dealt with as S.S.

This work now dealt with as in body of report under Wear & Tear Repairs; however it is submitted that item sternframe soleplates reweldad at this time should now read Subject to sternframe erosion (reweldad 3/59) being specially examined next drydocking.

S.R.L Offenders:

Shell plate No 3 in 4th below shear (SSF) indented: This work now dealt with as in body of report and it is submitted that this item be now deleted.

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30m.11.57. T. (MADE AND PRINTED IN ENGLAND)