

## Lloyd's Register of Shipping,

Empire House, Mount Stuart Square,

Cardiff, 27th. August, 1947.

RECEIVED

28 AUG 1947

Dear Sir,

M.V. " KING ALFRED ".

In reply to your letter dated the 18th. instant regarding our reports on the above-named vessel, the only explanation which can be given for the deformation of the bulkhead between Nos. 1 & 2 holds is that the vessel encountered a typhoon on the 24th. October, 1946, whilst on a voyage from Vancouver to Singapore. A fair amount of damage was sustained to the boats and deck fittings, but the damage to the bulkhead was not noticed until discovered during the Special Survey. It is understood that the Salvage Association has accepted the damage as being attributable to the typhoon, and repairs on this account will be carried out in due course. No other parts of the structure are affected. The stiffeners (9 each side) are 15" x 4" x 4" channels spaced 30", and bracketed top and bottom.

The cargo battens are spaced 9" in the clear.

As regards the A x D numeral for the rudder, the Superintendent (who has just returned from holiday) has promised to obtain a plan of the rudder as built, and this will be forwarded to you from this office when received.

It is regretted that the question of the overall length was overlooked until the vessel was out of dry dock, and this will require to be dealt with at the next dry docking.

Yours faithfully,

E. E. Brimblecombe.

The Secretary,  
LONDON.



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003429-003433-0162



M

Referred to Mr. Porto

R. J.

Small in S. R. L. "Small length is ascertained at mid day docking" BM. 17977.

W. H. P. 1891  
G. H. 1891



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