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No. 5590

REPORT OF SURVEY FOR REPAIRS, &c.

of writing Report. 9th. July, 1947. When handed in at Local Office 9th. July, 1947. Port of CARDIFF.
 No. in Survey held at CARDIFF. Date, First Survey 17th. June Last Survey 3rd. July, 1947.
 on the ~~Wooden~~ Steel M.V. "KING ALFRED". (No. of Visits 10.)

TONNAGE:— Built at Greenock. By whom Greenock Dockyard Co.Ld. When 1941.
 GROSS 6919. Owners King Line Ld. Owners' Address _____
 UNDER DECK 6461. Managers Dodd, Thomson & Co., Ld. Port belonging to London.
 NET 4151.

Surveyed Afloat or in Dry Dock? Both. Name of Dock Mountstuart Dry Dk. Destined Voyage _____
 Depth of Water at Berth 10. feet; uE & B _____ feet; f _____ feet
 Capacity 10. tons. FPT _____ tons; APT _____ tons; MT _____ tons.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. _____ Port _____

Medical Surveys, when held, must be reported in detail and seriatim 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. Not required.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage and Special Survey for Classification, the damage stated to have been sustained by _____

Grounding in Channel when leaving Port Tampa 11th. Feb. 1946 (Auckland Rpt. 4100)
Passing over and touching submerged object 25th. August, 1946 (Hong Kong Rpt. 8920).
Heavy weather 23rd and 24th. October 1946, Vancouver B.C. to Singapore.

Work done:— Vessel placed in dry dock, the bottom and rudder cleaned and examined and the following damage repairs effected:—

Damage Nos. 1 & 2.
Damage found to bottom plating. Leaky rivets and seams of bottom plating caulked as necessary.
Main cables ranged and examined.
Damage No. 3. Rudder lifted and the pintle and bush and internal bearing examined and found good.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								P.T.O.
Removed and Faird or Repaired								
Faird or Repaired in place ...								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Condition of Decks	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Condition of Ceilings	"	under hatches Nos. 1 & 2 only - Good.	Good.	Good.	Good.	Good.	Good.
Condition of Platings	"	Cement or Asphalt Pt. Cem - Good	Good.	Good.	Good.	Good.	Good.
Condition of Riggers & Fastenings	"	Rudder	Good.	Good.	Good.	Good.	Good.
Condition of Rudder	"	Steering gear and its connections	Good.	Good.	Good.	Good.	Good.
Condition of Rudder in way of sidelights	Good	Windlass	Good.	Good.	Good.	Good.	Good.
Condition of Rudder Frames	"	Have pumps been examined and found efficient?	Yes.	Good.	Good.	Good.	Good.
Condition of Rudder Transoms	"	Have Sluice Valves been examined and found efficient?	Yes.	Good.	Good.	Good.	Good.
Condition of Rudder Stems	Good.	Have Watertight Doors been examined and found efficient?	Yes.	Good.	Good.	Good.	Good.
Condition of Rudder Bottoms	Good.	Have Ventilators and their Coamings been examined and found efficient?	Good.	Good.	Good.	Good.	Good.
Condition of Rudder Bottom Plating	"	Air and Sounding Pipes	"	Good.	Good.	Good.	Good.
Condition of Rudder Tanks	As stated.	Doubling Plates under Sounding Pipes	"	Good.	Good.	Good.	Good.
Condition of Rudder Tanks tested?	Yes.			Good.	Good.	Good.	Good.

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 fresh record of working 7,47 and notation S.S.Cff-7,47, subject to the bulkhead at after end No.1 hold being repaired at the first opportunity convenient to the Owners, and as previously recommended except for docking on account of grounding and supply of lower anchor.

Fee (per Section 29)	£ 49	:-	:-	Fees applied for,
Damage Report Fee (if any) (per Sec. 29)	£ 6	6	:-	11 July 1947
Printing Expenses (if chargeable)	£	:	:	Received by me,
Surveyor's Fee (if any)	£	:	:	19

Is Certificate required? If so, to be sent to _____

Assign class 100A1 with 7th
ss cff 7,47 7,47 cff classed subject
7,47

36998

003429-003433-0179 1/2



Rudder plating rewelded in way of slots.

Steering engine lifted and the seating angles renewed.

Two lifeboats renewed. One pair Welin Maclachlan Crescent Type Davits fitted each side to take the new boats, and the boat deck plating and beams under suitably strengthened to take these davits. Boundary angle of after peak bulkhead part re-riveted on port side.

The after peak tested on completion of repairs.

Special Survey. Now done:-

Vessel placed in dry dock and the bottom and rudder cleaned, examined and coated.

Holds, 'tween decks, peaks, forecastle space, and machinery space examined, and cleaned and coated as necessary. Ceiling (under hatches in Nos. 1 & 5 holds only) part lifted. Limber boards lifted throughout.

Double bottom tanks (except those used for oil fuel), peak tanks, and deep tank examined internally, and all tanks (including oil fuel tanks) tested. It was not considered necessary to examine the oil fuel tanks internally at this time.

Double bottom cofferdam in engine room examined.

Decks and casings, anchors and chain cables, chain locker, masts and rigging (Report attached), general equipment, hatch covers and supports, battening arrangements and tarpaulins, ventilators and coamings, steering gear and auxiliary gear, windlass, hand pump, watertight door and air and sounding pipes examined, and found or placed in good condition. Doubling plates found under all sounding pipes.

Freeboard verified.

Repairs (Wear & Tear):- Holds. Bilge ceiling, limber boards and cement chocks

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 Superintendent.
		Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.			
50166.	1st Bower	63	2	21	-	-	-	53	1	3	14	63	0	0	Eyers Improved Not (C.S. Head) stated 19.11.46 F.W. Dovey	Sunderland.
	2nd "	67	3	11												
	3rd "	62	3	4												
	Collective Weight	192	1	8								194	2	0		
	Stream.....															
	Kedge.....															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stain-tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
Iron Stream Chain or Steel Wire											

repaired throughout as necessary.

No.5 hold. One beam knee bracket port side removed, faired and replaced.

Rigging. Mainmast main stay and starboard forward shroud renewed.

15 hatch covers renewed.

Minor repairs effected throughout.

Watertight door now fitted to the engine room bulkhead for access to tunnel.

Spare bower anchor now supplied and placed on board as spare - particulars shown in Table.

Cement. Nos. 1 & 5 (after) double bottom tanks (which do not carry oil fuel) have now been cemented in the bottom.

Alterations. Gunners' accommodation now removed from the 'tween deck port side amidships, and a new hatch 9'-6" x 5'-3" fitted on upper deck port side, as reported separately on Rpt.C.11(Contd).

Buckling of watertight bulkhead between Nos. 1 & 2 holds. This bulkhead was found set forward port and starboard to a maximum of about 3" at mid-depth, and all the stiffeners bent uniformly from top to bottom. No reason could be given for this buckling, and it was recommended that the bulkhead be faired at the first convenient opportunity.

SRL.36. Nothing done at this time to indented plating &c. (s.s.) and F.8 (p.s.) or to fire damage to port D.T.bulkhead and deck (p.s.). This remains efficient for the time being.

Bower anchor now supplied, this to be removed from S.R.L.

Dry docking (grounding) now dealt with.

Safe

THE SURVEYOR ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

