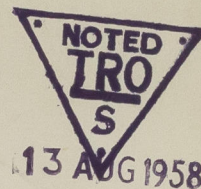


Salamanca +
Bethlehem Fairfield Shipyard Inc. Baltimore. Md.



ived by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME S.S. "SEA KING"

REPORT Hfx. N.Yk.

5829
No.48612.

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, 24/5/52.)

This Liberty type vessel was built in 1944 and classed with the American Bureau of Shipping.

Classification with this Society is desired.

Plans for this type of vessel have been examined in this Office and the scantlings and arrangements found suitable for the Class 100A-.

The HALIFAX N.S. Surveyors in a First Entry Report and Rpt.8, report 7.48, the vessel examined in drydock and afloat and the scantlings and arrangements verified, and the requirements of a PERIODICAL SPECIAL SURVEY complied with. Minor repairs effected.

The Surveyors report, it was observed that "A" strake (p & s) from about midships to fore end of No.2. D.B. tank was set up in places between floors, generally in way of the welded butts. The set up varies from 3/8" to about 7/8". As the vessel was urgently required by the New Owners, the Surveyors considered permanent repairs and stiffening could be deferred for the present, but strongly recommend special examination at the next drydocking.

The "pear" shaped shackle connecting the port cable to the Anchor was undersize and recommended to be renewed on the vessel's arrival at NEW YORK.

There are 3 bower and 1 stream anchor and 300 fathoms of chain cable on board which is 30 fathoms in excess of the Rule requirements. 225 fathoms are new and have been recently fitted and the markings verified with American Bureau of Shipping Certificates. The markings on the remaining 75 fathoms and on the port bower anchor were difficult to trace, and no Test Certificate could be found on board.

The NEW YORK Surveyors later report 7.48, the vessel afloat and a new port anchor shackle placed on board and verified with the Certificates; at the same time, the Surveyors report the port bower anchor examined and chain cable ranged, and in view of the letter of the Principal Surveyor U.S.A. 14.9.48, it is submitted the equipment be accepted for the figure '1', but the NOTATION "Lloyd's A & CP" be omitted. Subject to the 3rd bower anchor on board being submitted to Statutory tests at the first opportunity. The two 'copies' of the American Bureau of Shipping Anchor and Cable Certificates should be returned as requested.

It is further submitted the vessel is worthy to be classed 100A1 and to have record of docking 7.48, and NOTATION S.S.Hfx.7.48

(Con'td)

S.S. "SEA KING"

Report No. Hfx. 5829

-----N.Yk. 48612.

subject to set up "A" strake (p & s) midships to fore end, being specially examined at the next drydocking, ~~work~~ ~~XXXXXXXXXX~~ and the 3^d lower anchor on board being submitted to statutory tests as the first opportunity, but without other condition.

100A1 "Carrying oil F.P. above 150° F. in deep tanks".
"Fitted for oil fuel F.P. above 150° F."

7.48 Hfx.) Subject
S.S. Hfx. 7.48)

Classed 7.48

2 Dks "pt. Elec. Welded".

Cell D.B. 368'. 1239t. DTa20'760t. DT'sf61'. 648t. FPT. 145t. APT. 648t.

F.K. 7BH. pt. cem.

O.L. 441.5'

E.S.D.

a+
2 1/16

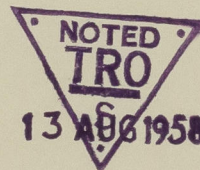
E.A.D.
14/10/48

C.S.S. Records Dept.

to note. Set up "A" strake.

[Signature]

[Signature]



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Lloyd's Register
Foundation

003450-003457-0211 1/2