

TONNAGE:—

GROSS 7210

UNDER DK. 6661

NET 4381

Built at Baltimore, Md. By whom Bethlehem Fairfield Shipyard, Inc. When 1944

Owners Scindia Steam Navigation Co. Ltd. Owners' Address Scindia House, Ballard Estate, Bombay.

Managers Narottam Morrarji & Sons. Port belonging to Bombay.

Surveyed Afloat or in Dry Dock? Both. Name of Dock Halifax Shipyards. Destined Voyage NEW YORK.

Cell DBor DBa feet; uE&B feet; f feet

otal 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.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.

Machinery and Boiler Surveys (including date of N.B., if any).

Last Report, No. Port

Periodical 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.

On 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

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

Society's Freeboard (if assigned) as painted on Ship and now verified pending assignment. 9 ft. 8 3/4 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY FOR CLASSIFICATION IN LLOYD'S REGISTER.

This ship formerly classed with the American Bureau of Shipping has been surveyed with a view to classification in Lloyd's Register, as follows:—

OW DONE:— Ship placed in Drydock, bottom and rudder cleaned, examined and recoated.

Examined all Holds, Tween Decks, spaces above Peaks, Engine and Boiler spaces (above and below platforms) and Tunnel Space. All D. B. Tanks (Nos. 1, 2, 3, 5 & 6), Deep Tank abaft Engine Room, and Oil Settling Tanks (All carrying oil fuel) tested to Rule requirements. Dry Tank under Boilers, No. 4 (E. R. Tank), After and Fore Peak Tanks and Forward Deep Tanks tested to Rule requirements and subsequently examined internally. Ceiling lifted as required, steelwork examined and recoated as found necessary. Decks, Hatchways, hatch covers and supports throughout examined, found or placed in efficient condition. Masts, Rigging (see Report attached) 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								
Removed and Faird or Repaired								
Faird or Repaired in place								
PRESENT CONDITION OF THE								
Good								
Working of Decks								
Paintings								
Nuts & Fastenings								
Side Plating								
" in way of sidelights								
Good. lights								
Side Frames								
Longitudinals								
Transverses								
(Tanks exd.) Good								
(Peaks) Good.								
Bottom Plating								
Good.								
the Tanks been examined internally?								
See Report								
the Tanks been tested?								
Yes.								
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."								
the ship is eligible, in my opinion, to be classed 100A1 with freeboard, to have record of DOCKING 7.48 and the notation of S.S. HFX. 7.48, subject to "A" strake (P. & S. midships to fore end) being specially examined at next docking and to Port Anchor Shackle being renewed on ship's arrival in New York from Halifax, N.S. Markings								
Port Anchor and 5 lengths of Port Chain Cable to be verified with certificates. Third Bower Anchor on board to								
submit to Statutory test.								
Fee (per Section 29)								
Damage or Repair Fee (if any)								
per Sec. 29)								
ing Expenses (if chargeable)								
Surveyor's Fee (if any)								
Fees applied for,								
Received by me,								

Committee's Minute

Character Assigned

See minute on file rpt.

FRI. 29 OCT 1948

Surveyor to Lloyd's Register of Shipping.

R. H. Scott.

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003450-003451-02202

S. S. "SEA KING"

General equipment, ventilator coamings and covers, quadrant, tiller, steering gear and its connections and control gear, windlass, pumps, W. T. Door, air and sounding pipes (in spaces exd.), found or placed in efficient condition. Auxiliary Steering Gear assembled in position. Striking plates or equivalent arrangement found or fitted under Sounding pipes in spaces examined. Anchors and Cables ranged in Drydock, examined, markings verified as far as practicable and restowed. Third Bower Anchor supplied (particulars on this page). Freeboard Markings on ship's sides verified from Load Line Certificate on board pending assignment of Load Line by the Committee.

Wear and Tear Repairs:- 40 Wood Hatch Covers renewed. All broken ceiling in Holds renewed.

Sparring in Holds and Tween Deck, where broken or missing, renewed together with cleats as found necessary. Rails at ship's sides repaired. A number of minor general repairs effected.

Alterations:- Opening cut in Thrust Recess Bhd. in way of Tunnel and doubling plate fitted. A Vertical Sliding W.T. Door fitted with control gear led to level of Upper Deck (in Engine Room) with indicator showing "open" or "closed". hose tested and tried on completion with satisfactory results.

Midship Deckhouse extended at after end, Port and Starboard, forming Native Gallies, scantlings same as present deckhouse.

NOTE:- On examination of the ship in drydock, it was observed that "A" strake, Port and Starboard 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. These were carefully examined and the set was found to vary from 3/8" to about 7/8" between the floors. The question of fairing and stiffening was discussed with the Representatives of the New Owners but as the ship had not then been accepted and was urgently required by them, it was considered that permanent repairs could be deferred at present. It was however, strongly recommended that the set up "A" strake (P. & S.) be specially examined at next

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

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

drydocking.

ANCHORS AND CABLES:- On examination, the "pear" shaped shackle connecting the port cable to the Anchor was found undersize and it was recommended that same be renewed. As time did not permit of a new shackle being obtained before the ship sailed, it was arranged that a new shackle would be fitted on the ship's arrival at New York from this Port.

Cables:- The complement was found to be 10 lengths, Port & Starboard, 15 of which were new and had been recently fitted. The markings of these were checked with the Certificates on board (see particulars in Report 1). The markings of the remaining 5 existing lengths on Port side together with the/

Port of Halifax, N.S.

Continuation of Report No. 5829

dated 3rd. August, 1948

on the

S.S. "SEA KING".

..... /the markings of the Port Anchor were somewhat difficult to trace, and as no Test certificates could
..... be found on board, it was arranged with the Owners' Representative that an endeavour be made to obtain
..... these with a view to the verification of the Anchor and Cables.

Third Bower Anchor:- A Third Bower Anchor was supplied at this time and from the Certificate produced for verification of the markings, it was observed that no Statutory test had been carried out on this Anchor. The Owners' Representative was informed that the Anchor would require to be submitted for this test, as required by the Rules, when requested by the Committee. Certificates for Stream Steel Wire and Towline were produced and this equipment verified from information stamped on the sides of the Wire Reels. Hawsers and Warps were found as detailed in Report 1.

R. L. S.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.