

29 APR 1952

(Received at London Office)

No. 417

Rpt. 8.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 23rd April, 1952 When handed in at Local Office 1952 Port of Bremen

No. in Survey held at Bremerhaven Date, First Survey 15th March Last Survey 4th April, 1952

Reg. Book. 74940 on the Wood Iron & Steel Co. "ROYAL WILLIAM" By whom Victoria Mch. Depot Co. Ltd. When 1943

Built at Victoria B.C. Owners Papachristides Co. Ltd. P+T SS & Co. Owners' Address

TONNAGE: - GROSS 7120 Under Deck 6703 NET 4298 Port belonging to Montreal

Managers

Name of Dock Norddeutscher Lloyd Destined Voyage

Surveyed Afloat or in Dry Dock? Both

Cell D B or D B a feet; uE & B feet; f feet

total capacity tons; FPT tons; APT tons; MT DTa feet tons.

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 78138 Port

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

100 Al with fbd. LMC 10.48

10.50 Ham. 12.51 BS 10.50

ss SWS. -10.48 TS CL 4.49

Dkg 12.51 61s

Fitted for O.F. 10.50 F.P. above 150°

Society's Freeboard (if assigned) as 9 ft. 2 1/2 in.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR HULL ALTERATIONS, STRENGTHENING FOR INCREASED DRAUGHT AND SPECIAL SURVEY.

1. HULL ALTERATION:

The existing deep tank at frame 58 - 66, on port- and starboard side has been converted to

Oil Fuel Tanks and strengthened in accordance with the plan 3 Fr. 8 - 317, approved London 21st September, 1950, as

follows: 2 Fore- and aft stays fitted each port and starboard side (CB 10 1/2 x 3 1/2 with reverse bars OA 3 1/2 x 3 1/2) on

horizontal bulkhead stringer, and a flanged stringer plate connecting thrust recess top plating and horizontal

stringer at centre line bulkhead. Both toes of all bulkhead boundary angles and all seams and butts of boundary

bulkhead, deck and tunnel plating have been reinforced by a sealing run of welding. Oil gutterways have been fitted

on inner bottom and oily bilges with special suction and sounding pipes fitted and bilges suction altered accordingly.

Sparring has been fitted on the transverse bulkhead 58 in cargo hold No. 4. The tween deck fresh water tank on top

of deep tank has been separated from the deep tank top by fitting a E.W. cofferdam. The escape hatches have

SUMMARY OF DAMAGE REPAIRS: - Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items: -

Renewed ... 2 VENTILATOR CONES

Removed and Faired or Repaired 2 WIRE WINCHES

Faired or Repaired in place 2 LIFE BOATS; 2 PIPE GUARD PLATES

BULKHEAD AND RAIL

PRESENT CONDITION OF THE Decks Good

Caulking of Decks Good

Coamings Good

Beams & Fastenings Good

Outside Plating Good

In way of sidelights Good

Frames Good

Reverse Frames Good

Floors Good

Keelsons Good

Stringers Good

Inner Bottom Plating Good

Have the Tanks been examined internally? YES

Have the Tanks been tested? YES

Bulkheads Good

Celling Good

Cement on Deck Good

Rudder Good

Steering gear and its connections Good

Windlass Good

Have pumps been examined and found efficient? YES

Have Watertight Doors been examined and found efficient? YES

Have Ventilators and their Coamings been examined and found efficient? YES

Air and Sounding Pipes Good

Doubling Plates under Sounding Pipes YES

Engine Room Skylights Good

Cool Bunkers, Openings, Covers, &c. Good

Oil Bunkers Good

Scuppers Good

Cargo Hatchways Good

Hatches Good

Planking

Caulking

Treennails

Breasthooks & Stemson

Transoms, Pointers & Crutches

Timbers of Frame at openings

at other places

Stringers, Clamps & Shelves

Salting

State if examined

Copper, or Y.M. (State if on Felt.)

When fitted, Month

Boats Good

Masts, Yards, &c. Good

Condition, how ascertained EXAMINED

(State if wedges removed) (NONE)

Equipment letter

Anchors. No. of 3 BA AND ASTER A.

Cables (State if now ranged) YES

length 270 F mean diam. 2 1/4"

(on board) Rule length 270 F size 2 5/16"

Chain Locker Good

Hawsers & Warps Good

Standing and Running Rigging Good

Sails

General Observations, Opinion as to Class, Recommendation, &c.:- This vessel is eligible in my

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 Bmn.-4.52 and amended freeboard subject to shall plating &c. (p. & s.) to be examined and dealt with

opinion to remain as classed in the Society's Register Book and to have fresh record of dry-docking 3.52 and the notation of ss Bmn.-4.52 and amended freeboard subject to shall plating &c. (p. & s.) to be examined and dealt with as necessary next dry-docking.

Strength for Incr. Draught Survey Fee (per Section 29) 83 0 0

Special Damage or Repair Fee (if any) 13 14 0

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Committee's Minute

Character Assigned

TUES. 8 JUL 1952

Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN.

Lloyd's Register of Shipping

0080 2/2

8. 417.

Steel Sc. "ROYAL WILLIAM"

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S.R.List: The item "Shell plating & c. (s.s.) in machinery space to be specially examined" may be altered in accordance with the above note as follows: "Shell side plating and c. (p. & s.) to be examined and dealt with as found necessary".

4. DAMAGE: -

Damage sustained by a) encountering heavy weather on voyage from Port au Prince from December 23rd, 1951, to February 1st, 1952, and

b) grounding at Port au Prince on February 8th, 1952

Now done for Damage: Vessel placed in dry-dock, bottom and rudder cleaned, examined and found or placed in good order and recoated. Examined weather decks, rails, bulwarks, ladders, ventilators, life boats and found or placed satisfactory.

Damage repairs now effected: Damage (a), 1,5 m fractured welded seams of rudder body veed out and rewelded, 2 started rivets rewelded in rudder body.

3 Planks of starboard life boat No.1, and 2 planks of port life boat No.2 cropped and renewed (splintered).

Rails on port side forward and bulwark amidships on starboard side repaired and faired.

2 Entrance doors repaired.

2 Ventilator cowls renewed.

2 Wire winches renewed.

2 Steam pipe guard plates repaired and other minor damage repairs effected.

Damage (b): Minor caulking and weldings on vessel's bottom and tank top made good.

NOTE: The 1st of the starboard shell side plating in engine room between 2nd and 4th frame from aft engine bulkhead found slightly indented (between 2nd and 3rd frame, 1/2" and between 3rd and 4th frame 1/4") but frames, shell plating and rivets in way sound and tight. This damage will in my opinion not affect the efficiency of the vessel but should be examined and dealt with as found necessary next dry-docking. Found upon examination the following indents in shell plating which will also in my opinion not affect the efficiency of the vessel but, as there was no chance for this shell repair being effected this time owing to shortness of time and labour it should be examined and dealt with as found necessary next dry-docking: Port 2nd in way of hold No.1 shell side plates 03 and 05 (numbered from 2nd bulkhead and 3rd frame in way set in. Starboard aft in way of hold No.4 shell side plate 75 and 06 (numbered from aft bulkhead). Examined the above indents from outside and inside and found plating, frames, riveting and caulking edges sound and tight.

repaired where necessary and refitted.

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