



This vessel arrived at this port to convert her into a whale oil and liquid fuel carrying vessel, for reference of which please see Secretary's Letters dated H 19-1-24, M 22-1-24 M 7-2-24 and M 21-2-24 and approved plans retained in your office.

In connection therewith the following alterations have been carried out.

Double line bulkhead fitted from top of tunnel to main-deck extended in trunk in after ship from frame N 9 till N 69 plating .38 stiffeners L angle 9 x 3 x .46 in tween deck L 6 1/2 x 3 x .40 bracketed top and bottom.

Double line bulkhead fitted in fore ship from top of double bottom to tween deck extended in trunk from frame N 112 till 184. plating .38 Stiffeners L 12 x 3 1/2 x 3 1/2 x .56 L 13 x 4 x 4 x .50 L 12 x 3 1/2 x 3 1/2 x .60 and L 14 x 4 x 4 x .60 in tween decks L 6 x 3 x .38 and L 6 x 3 x .38 bracketed top and bottom and spaced one frame space apart. further constructed as per approved plans.

Old bulkhead on frame N 9; horizontal girder fitted, and vertical stiffeners bracketed top and bottom.

New bulkhead on frame N 23; plating .38/30 stiffeners L 15 x 4 x 4 x .70 in tween deck L 5 1/2 x 3 x .36 bracketed top and bottom spaced 24" apart.

Existing bulkhead on frame 38; L angle stiffeners 7 1/2 x 3 1/2 x .51

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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	Owts.	qrs.	lbs.	Owts.	qrs.	lbs.		
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	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.	When and where tested and Superintendent.
	Length.	Diam.	Stress.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Owts. qrs. lbs.	Owts. qrs. lbs.	Fathoms.	Inch.			
12854	15	2 1/4	9 1/8	12 1/2	58-1-21	37-3-74	2 1/4	2 1/4	stud link	—	Sunderland 5 June 1920 2 Stiffeners
						17					
Iron Steam Chain or Steel Wire...											

spaced 30" apart bracketed on top and bottom and strengthened at alternate stiffener with a new reverse bar 4 x 3 x .44 and existing horizontal stiffener strengthened with L angle 8 x 3 x .45 Tween deck stiffeners L angle 4 3/4 x 3 x .47 5 spaced 30" apart bracketed on top and bottom, and stiffeners strengthened at alternate with a new reverse bar 4 x 3 x .40.

New bulkhead on frame 55 and 69. plating .38 Stiffeners L 15 x 4 x 4 x .70 spaced 24" apart bracketed top and bottom

see continuation sheet

Rpt. 9a.

Port of

Continuation of Report No. 13599° dated 18-6-24.

on the

### S/S. SOUTHERN KING (ex. MOORA)

tween deck stiffeners L 6 1/2 x 3 x .40 spaced 24" apart, bracketed top and bottom

Existing bulkhead on frame N 73 as per approved plan.

Space between bulkhead on frame N 69 and 73 forming the pump room constructed as per approved plan.

Existing bulkhead on frame N 112 as per approved plan

New bulkhead on frame 114 and 132: plating .38 stiffeners L 13 x 3 1/2 x 3 1/2 x .50 in tween deck bulb angles 6 x 3 x .38 bracketed top and bottom and spaced 24" apart. (See letter)

Space between bulkhead on frame N 112 and 114 forming the cofferdam, and constructed as per approved plans.

Existing bulkhead on frame N 149; horizontal stiffener strengthened with L bulb angle 8 x 3 x .45 and stiffeners bracketed top and bottom

New bulkhead on frame N 166: plating .38 stiffeners L 14 x 4 x 4 x .62 in tween deck angle bar 6 x 3 x .38 bracketed top and bottom and spaced 24" apart

Existing bulkhead on frame 184 (collision bulkhead) brackets fitted as on approved plan.

Web frames fitted as on approved plan spaced 6 frame spaces apart with double reverse frames L 3 x 3 x .40, attached to margin plate with double angle bars 6 x 6 x .50, and gusset plates and bracketed to deck and beam as required by the Rules. Side stringer fitted 33" x .42 with reverse bar L 4 1/2 x 3 x .40 bracketed to bulkheads and connected with double angle bars to web frame, diamond plates to web frames and stringer fitted as required by the Rules

Tunnel: Stiffeners in trust block recess 5 1/2 x 3 1/2 x 1/2 strengthened with reverse bar 5 1/2 x 3 1/2 x .48 Stiffeners in tunnel recess aft L 4 1/2 x 3 1/4 x 1/2 strengthened with reverse bar 6 1/2 x 3 1/2 x .48, and all stiffeners in tunnel bracketed at bottom

Horizontal stiffeners on tunnel fitted: L 11 x 3 1/2 x 3 1/2 x .44 and L bulb angle 11 x 3 1/2 x .48 with brackets spaced about 10" 0 apart as on approved plan.

Expansion trunks, forward: plating plating .34 stiffeners L bulb angle 6 x 3 x .38 spaced one frame space with shelf plates as on approved plans

Expansion trunks aft plating .34 stiffeners L 5 1/2 x 3 x .38 spaced one frame space, with shelf plates as approved.

The whole work completed in accordance with the approved plans. All original Bulkheads, deck-plating and tunnel in way of oil tank where found single riveted electrically welded.

The frames at oil tight decks cut, bracketed and

see continuation sheet

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W1070-0177 2/4

## S/S. SOUTHERN KING (EX MOORA)

and continuous flanged plates fitted in way of same double riveted. Girders fitted on decks as required. Wood deck on bridge deck fitted all over. All double bottom tanks and oil tanks tested with water upon completion of the work as required by the Rules and found sound and tight.

### Special Survey N°1

The vessel has been placed in dry dock bottom cleaned examined and found in a good condition.

Rudder lifted for examination and gudgeons rebushed. Bottom and rudder recoated.

Holds, tween decks, Engine and boiler space and all bunker spaces, oil tanks, cofferdams, pump room, fore and after peak cleared and cleaned for examination, all ceiling removed where fitted, frames floors brackets stringers breastworks beam boilerbearers bulkheads decks and all other parts thoroughly cleaned scaled made free from oxidation examined right fore and aft and found in a good condition and recoated where required.

All double bottom tanks, fore and after peak tank examined internally cleaned scaled and cement washed or coated as required and found in a good condition.

All tanks have been tested with water as required by the Rules and found sound and tight.

Decks examined and found or made in a good condition. Hatchways examined with hatches in position and found in order. Mast examined, wedges removed. Rigging examined. Spars and general equipment overhauled examined and found all in order.

Anchors examined and found good and complete.

Chain cables, ranged shackles unlocked examined and found good and complete.

One length of 15 fathoms of chain cable compared with certificate of test and found in order, particulars of same given on the report. No other certificates of test could be found on board for the 2<sup>nd</sup> length of 15 fathoms of cable, and no markings could be found on the remaining lengths of chain cable.

Chain locker examined and found in a good condition.

Windlass overhauled examined and found in a good condition.

Steam steering gear its connections, rudder quadrant and hand steering gear overhauled examined and found or made good. Windlass and steam steering gear tested under steam and found in good working order.

see continuation sheet.

## S/S. SOUTHERN KING (ex MOORA)

Pumps, watertight doors, air and sounding pipes and ventilators examined and made or found in a good condition.

Doubling plates under sounding pipes good.

The following repairs have been carried out.

On Port side: H stroke plate N° 8 & J stroke plate N° 7 removed faired and replaced and three frames faired in place.

One Counter plate faired in place. Two length of bidge keel & plate removed faired and replaced.

On S.B. side: B stroke plate N° 3, C stroke plate N° 4 and D stroke plate N° 5 faired in place. D stroke plate N° 2-3 and C stroke plate N° 2 Landing edges partly renewed.

C stroke plate N° 3 renewed.

One fore castle bow plate, 3 brackets, and half round moulding removed faired and replaced.

Two plates in upper stroke fore castle side plating faired in place.

One plate in lower stroke removed faired and replaced and 5 frames faired in place & one plate renewed.

One length of T bar bidge keel renewed & one length faired in place, and three length of I plate removed faired and replaced.

Fire damage tween deck bunker:

5 deck plates removed faired and replaced and one deck plate and one stringer plate renewed. One stringer plate & one deck plate faired in place. Two deck beams, and 9 brackets removed faired and replaced.

Fire damage bridge deck aft:

On S.B. & P.S. one stringer plate removed faired and renewed. six deck plates renewed and 2 deck plates removed faired and replaced. Girder: intercostal plate renewed and angle bar removed faired and replaced. three deck beams removed faired and replaced.

Masts: rigging and stays renewed.

House pipes deck plates renewed. Railing on fore & after ship repaired as required. Both engine room skylights repaired and 8 plates renewed. S.B. & P.S. coar bunkers and hatchways repaired as required. Bowler casing deck complete with angle bar frames and grating etc: renewed.

A number of minor repairs have been carried out.

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W1070-0177 7/4