

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 28.12.1942 When handed in at Local Office 28.12.1942 Port of London

No. in Survey held at Wood Date, First Survey 19.11.42 Last Survey 12.12.1942

Reg. Book. 76791 on the Wood, Iron or Steel Mr. King Edward (No. of Visits 8)

TONNAGE: — Built at Belfast By whom Wm. Harland & Wolff When 1919.9

GROSS 5224 Owners Wm. Harland & Wolff Owners' Address 10, Abchurch Lane, London E.C. 4

UNDER DK. 474 Managers Wm. Harland & Wolff Port belonging to London

NET 2611 Surveyed Afloat or in Dry Dock? Both Name of Dock King George Dock Destined Voyage to

Cell D Bor D Ba feet; uE & B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total 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.

Last Report, No. 18011. Port B.A.S.

(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.)

In 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 Yes Society's Freeboard (if assigned) as painted on Ship and now verified 1 ft. 1 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Repairs to S.P. 113. 25th deck & 2nd damage.

25th DECK — Planks in dry dock. Bottom & under planks, examined, found in good condition & repaired. S.P. 113 — 25th deck from top quarter to mainmast examined & found efficient. ADVANCEMENT S.P. 113 — 25th deck side planks (S.P. 113) 11'3" under deck space in way of mainmast side planks & masting spaces, bridge space with under planks, ladders & battening arrangements, bridge deck plating between forward side bunker ladders & 11'3" ladders after and examined & found in good condition.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								<u>25th deck / 2nd damage / S.P. 113</u>
Removed and Faired or Repaired								<u>A number of defective bulkhead ribs</u>
Faired or Repaired in place								<u>25th deck underplanks</u>

PRESENT CONDITION OF THE		Copper, or Y.M. (State if on Felt.)	
Decks <u>good</u>	Bulkheads <u>satisfactory</u>	When fitted, Month <u>—</u>	Year <u>—</u>
Caulking of Decks <u>good</u>	Celling <u>1/2 in. (S.P. 113)</u>	Boats <u>good</u>	Masts, Yards, &c. <u>good</u>
Coamings <u>good</u>	Cement or Asphalt <u>—</u>	Condition, how ascertained (State if wedges removed.) <u>—</u>	Equipment letter <u>—</u>
Beams & Fastenings <u>good</u>	Rudder <u>satisfactory</u>	Anchors, No. of <u>—</u>	Cables (State if now ranged) <u>no.</u>
Outside Plating <u>good</u>	Steering gear and its connections <u>good</u>	" length (on board.) mean diamr. <u>—</u>	" Rule length size <u>—</u>
" " in way of sidelights <u>—</u>	Windlass <u>good</u>	Chain Locker <u>—</u>	Hawsers & Warps <u>Sufficient</u>
Frames <u>good</u>	Have pumps been examined and found efficient? <u>—</u>	Standing and Running Rigging <u>good</u>	Sails <u>—</u>
Reverse Frames <u>—</u>	Have Sluice Valves been examined and found efficient? <u>—</u>		
Longitudinals <u>—</u>	Have Watertight Doors been examined and found efficient? <u>—</u>		
Transverses <u>—</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>		
Floors <u>—</u>	Air and Sounding Pipes <u>yes</u>		
Keelsons <u>—</u>	Doubling Plates under Sounding Pipes <u>—</u>		
Stringers <u>—</u>			
Inner Bottom Plating <u>—</u>			
Have the Tanks been examined internally? <u>—</u>			
Have the Tanks been tested? <u>—</u>			

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."

It will in my opinion remain as classed with fresh record of survey 12.42. Also notation Examined 12.42 as previously recommended & notation S.P. 113 (with date) on completion subject to the bulkhead between 25th & 24th being permanently repaired at Owners' convenience & also subject as per S.P. 113

Survey Fee (per Section 29) 25th deck 4: 4: 0 Fees applied for, 29 DEC 1942
Special Damage or Repair Fee (if any) — Received by me, —
Travelling Expenses (if chargeable) —
Second Surveyor's Fee (if any) —
Committee's Minute 1000s Subject
Character Assigned SAFETY

TUE 26 JAN 1943
Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation

