

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 12th. May, 1944. When handed in at Local Office 12th. May, 1944

Port of CARDIFF.

No. in Survey held at CARDIFF. Date, First Survey 15th. Apl. Last Survey 8th. May, 1944.

Reg. Book.

27488 on the ~~Wood, Iron or Steel~~ Sc. "KING FREDERICK".

(No. of Visits 8.)

TONNAGE: — Built at Hong Kong.

By whom Hong Kong & Whampoa Dock Co., Ltd.

YEAR.

MONTH.

When 1920.

3.

GROSS 5265.

Owners King Line Ltd.

Owners' Address ————

(If not already recorded in Appendix to Register Book)

UNDER DK 4754.

Managers Dodd, Thomson & Co., Ltd.

Port belonging to LONDON.

NET 3203.

Surveyed Afloat or in Dry Dock? Both. Name of Dock Mount Stuart D. Dk.

Destined Voyage ————

Well D. B. or D. B. a. feet; uE & B. feet; f feet
 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. 2916 Port GIB.

Periodical Surveys, when held, must be reported in detail and serially 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.

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. Not required.

Society's Freeboard (if assigned) as painted on Ship and now verified } — ft. — ins.

Was a damage report made by anyone else? if so, by whom? not known.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage & Condition.

Damage stated to have been sustained through collision with S.S. "LANGLEEBROOK", whilst lying at anchor at Gibraltar on 29th. February, 1944, anchor cable being dragged under vessel.

Now done:— Vessel placed in dry dock, bottom and rudder cleaned examined and recoated.

Decks, Nos. 1 & 4 holds, casings, hatchways, hatches, ventilators, closing appliances, anchors and cables and general equipment generally examined and found satisfactory.

Damage Repairs:— Minor riveting and caulking overhauled and made good.

Port side. Forecastle sheer M.1 & 2 renewed.

L.1 cropped, part faired in place & part renewed.

L.2. K.1 faired in place.

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 ...	1 Part	6					1 Part	
Removed and Faired or Repaired	—	—	—	—	—	—	—	See Report.
Faired or Repaired in place	1 Part	2			6		1 Part	

ESSENT CONDITION OF THE

Decks Satisfactory.	Bulkheads Part seen sat.	Engine Room Skylights Satisfactory	Copper, or Y.M. (State if on Fell) When fitted, Month Year
Caulking of Decks "	Ceiling " "	Cargo Hatchways, Openings, Covers, &c. "	Boats Satisfactory.
Casings "	Cement or Asphalt —	Oil Bunkers —	Masts, Yards, &c. "
Rams & Fastenings Part seen sat.	Rudder Satisfactory.	Scuppers —	Condition, how ascertained from dk. (State if wedges removed.)
Outside Plating Satisfactory.	Steering gear and its connections "	Cargo Hatchways satisfactory.	Equipment letter y
" in way of sidelights —	Windlass "	Hatches "	Anchors, No. of 3B. 1S.
Frames Part seen sat.	Have pumps been examined and found efficient? —	Planking —	Cables (State if now ranged) Yes.
Longitudinals —	Have Sluice Valves been examined and found efficient? —	Caulking —	" length 270F. mean diamr. 2.1/16" (on board.)
Transverses —	Have Watertight Doors been examined and found efficient? —	Treenails —	" Rule length 270F. size 2.3/16"
Stems —	Have Ventilators and their Coamings been examined and found efficient? Yes.	Breasthooks & Stemson —	Chain Locker —
Inner Bottom Plating Pt. seen sat	Air and Sounding Pipes —	Transoms, Pointers & Crutches —	Hawsers & Warps sufficient.
Have the Tanks been examined internally? No.	Doubling Plates under Sounding Pipes —	Timbers of Frame at openings —	Standing and Running Rigging satisfactory
Have the Tanks been tested? No.		" at other places —	Sails —
		Stringers, Clamps & Shelves —	
		Salting (State if examined.)	

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."

This vessel so far as now seen, is eligible in my opinion to remain as classed with docking date 5.44, subject to permanent repairs to Poop sheerstrake (s.s.a) and deck stringer in way and bridge sheerstrake plating (s.s.amidships) at Owners' convenience.

Survey Fee (per Section 29)	£ : - :	Fees applied for, 13 May 1944
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 14 : 14 : -	Received by me, 19
Travelling Expenses (if chargeable)	£ : - :	
Second Surveyor's Fee (if any)	£ : - :	

Committee's Minute

FRI. 2 JUN 1944

Character Assigned

5.44 Off subject

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

Stem rising plate renewed.

Mooring plate doubler removed, faired and refitted.

Six frames cropped and part renewed. Two faired in place.

Six forecastle deck beams faired in place.

Three beam knees renewed, two removed, faired and replaced, one faired in place.

Stringer plate No.1 cropped, part faired in place, part renewed. No.2 faired in place. One doubler renewed.

Stringer angle cropped and part renewed.

Portlights overhauled and made good.

All disturbed work replaced or part renewed as necessary.

Shell and deck hose tested on completion and found satisfactory.

Port Cable, 135 fathoms sent to Proving House for examination and retest.

(see particulars below).

W & T. Repairs:-

Minor shell riveting and caulking made good.

Rudder lifted, 5 pintles and 2 bushes renewed.

Starboard cable, several slack studs hardened up.

Small after pocket bunker hatch coaming (s.s.) renewed complete.

A number of minor deck and general repairs effected.

S.R. List:-

Poop sheerstrake (s.s.a) and deck stringer in way, bridge sheerstrake plating (s.s.amidships) now examined and found to remain efficient meantime.

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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
43525	135	2 1/16	106 1/2	104 2/3	297.2.13	-	-	-	Stud Link	-	2nd. May.1944. Cardiff. A. Butler.
Iron Stream Chain } or Steel Wire }											

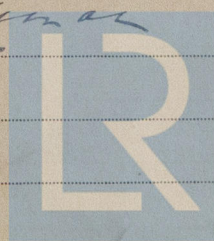
Sternframe (EW 12.41) also examined and found to remain efficient and it is considered this item be deleted from the S.R.List.

MACHINERY:- Propeller and sea connection fastenings examined and found satisfactory.

Wear down of stern bush 5/32".

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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