

COPY.

Clond's Register of Shipping.



Port

C A R D I F F.

12th. June, 1942.

This is to Certify that

J. W. THURSTON,

the undersigned Surveyor to this Society did at the request of the Owners' Representative, survey the motor vessel

" K I N G A R T H U R ",

5224 tons gross, of London, as she lay in the Mountstuart Dry Dock, Cardiff, on the 15th. May, 1942 and subsequent dates, on account of damage stated to have been sustained through vessel grounding off South Rock Lightship on 21st. January, 1942.

On examination:-

FOUND.

Shell plates.

Keel 3 set up and buckled.

Keel 5 & 6 indented on butt.

Keel 9 set up on landing.

Keel 10 slightly set up.

Keel 11 set up.

Keel 13 set up.

Port Side.

.4 set up on keel landing.

RECOMMENDED.

To be renewed.

Keel 5 to be removed, faired and refitted, and Keel 6 to be released and faired in place.

To be removed, faired and refitted

To be removed, faired & refitted.

To be removed, faired & refitted.

To be removed, faired & refitted.

To be removed, faired & refitted.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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W 46-01901216
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COPY.M.V. "KING ARTHUR".FOUND.RECOMMENDED.

A.5 set up on landing.
 A.6 indented.
 A.8 set up.
 A.9 & 10 set up and badly scored.
 A.11 & 12 set up.
 A.13 indented.
 B.5 & 6 set up on inner landing.
 B.7 set up on inner landing.
 B.8 set up on outer landing.
 B.9 set up and buckled.
 B.10, 11 and 12 set up.
 C.9, 11, and 13 indented.
 C.10 slightly set up.
 D.7 set up on inner edge.
 Bilge keel buckled at fore end.

Starboard Side.

A.3 indented at after end.
 A.4 set up and buckled.
 A.6, 7, 8 and 10 set up between frames.
 A.11 set up and scored.
 B.3 indented.
 B.4 set up on inner landing.
 B.5, 6, 7, 8, 10 & 11 set up on inner landings.
 Bilge keel buckled in way Engine room.

o.1 Double bottom tank.

os. 1 & 3 centre keelson plates buckled
 at bottom.

To be faired in place.
 To be released and faired in place.
 To be released and faired in place.
 Both to be renewed.

Both to be removed, faired and refitted.

To be faired in place.

Both to be removed, faired and refitted.

To be released and faired in place.

To be released and faired in place.

To be renewed.

Three plates to be removed, faired and refitted.

Three plates to be faired in place.

To be removed, faired and refitted.

To be removed, faired and refitted.

Forward length of bulb to be removed, faired and refitted and Tee bar in way to be faired in place.

To be removed, faired and refitted.

To be renewed.

Four plates to be removed, faired and refitted.

To be renewed.

To be renewed.

To be removed, faired and refitted.

Six plates to be released as necessary and faired in place.

Two lengths of bulb to be renewed and standing flange of Tee bar in way to be cropped and part renewed, part faired in place.

Both to be faired in place.

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M.V. "KING ARTHUR".

COPY.

FOUND.

No.2 centre keelson plate buckled.

PORT.

Nos. 8, 20, 23 & 24 floors and shell frames buckled.

Half height and full height intercostal slightly buckled in one frame space.

STARBOARD.

Nos. 8, 9 & 17 floors and shell frames buckled.

Nos. 18 to 25 (inclusive) floors and shell frames buckled.

Half height intercostal and lugs buckled from No.18 to No.25.

Full height intercostal & lugs 18 to 25 slightly buckled.

Reverse frames on floors 18 to 25 slightly buckled.

Nos. 2 & 3 Double bottom tanks (oil fuel) (could not be examined at this time as they contained oil fuel).

No.4 Double bottom tank.

Suction pipe at fore end of tank (port side) holed.

Amsterdam round lubricating oil tanks.
Port side.

Both longitudinal girder plates and their bottom angles buckled.

RECOMMENDED.

To be removed, faired and refitted. Bottom angles and twelve floor lugs in way to be removed, faired and refitted.

Four floors to be faired in place and their shell frames to be released as necessary and faired in place.

To be removed, faired and refitted together with two vertical angles and one shell angle on each.

Three floors to be faired in place and their frame angles to be released as necessary and faired in place.

Seven floors and their double shell frames to be renewed and No.25 floor and frames to be removed, faired and refitted.

Nos. 18/19, 19/20 and 24/25 plates and lugs to be removed, faired and refitted. Remaining plates (four) to be renewed and their lugs to be removed, faired and refitted.

To be removed for access, faired as necessary and refitted.

Eight reverse bars to be faired in place.

Outer half height intercostal and lugs from 22 to 25 to be removed for access and refitted.

Tank suction pipes, heater pipes and strum boxes to be removed as necessary for access and replaced. Cement to be removed as necessary and replace all broken cement

To be cleaned and examined and dealt with as found necessary.

To be part renewed.

Both plates to be faired in place and their bottom angles to be cropped and part removed, faired and refitted. Two floor lugs to be removed for access and replaced.

necessary.

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COPY.

FOUND.

No.8 floor and shell frame slightly buckled between centre girders and inner longitudinal girder.

No.9,10 & 12 floors and frames buckled between centre girder and inner longitudinal girder and between inner and outer longitudinal girders.

No.11 floor and frame buckled between centre girder and inner longitudinal girder and between inner and outer longitudinal girders.

No.13 floor and frame buckled between centre girder and inner longitudinal girder and between inner and outer longitudinal girders.

No.14 floor and frame buckled in lubricating tank and in cofferdam.

No.15 floor and frame buckled in cofferdam.

No.20 floor and frame slightly buckled in way of lubricating oil tank.

Holding down bolts and odd rivets in way slack and leaking in cofferdam port and starboard and riveting and caulking leaking in way of reverse bars to tank top on inner and outer girders.

No.5 Double bottom tank.

Port side.

Nos. 4,5,11,12,13 & 14 floor and frame buckled.

Nos. 6,7,8,9 and 10 floors and frames buckled.

No.6 Double bottom tank.

Port side.

Forward tank and floor and frame buckled and rivets sheared.

RECOMMENDED.

Floor and frame to be faired in place.

Six floor plates to be faired in place and six shell lugs to be removed, faired and refitted.

Floor and frame to be removed, faired and refitted from centre girder to inner longitudinal. Lugs on longitudinal girder and centre keelson to be removed for access and replaced. Floor between longitudinal to be faired in place and shell lug to be removed, faired and refitted.

Floor and frame to be faired in place between centre girder to inner longitudinal. Floor to be faired in place between longitudinal and shell lug to be removed, faired and refitted.

Floor to be faired in place and shell lug in cofferdam to be removed, faired and refitted. Shell frame in lubricating tank to be faired in place.

Floor to be faired in place and shell lug to be removed, faired and refitted.

Floor and frame to be faired in place. Suction pipes to be removed for access and replaced.

Holding down bolts to be overhauled and hardened up and leakages made tight by welding bars and rivets as necessary on underside.

Six floors and frames to be faired in place together with one stiffener on each.

Five floors and frames to be cropped and part removed, faired and refitted together with one stiffener on each. Angles on intercostal and longitudinal girder in way to remove for access and replace.

Cement in way of repairs to be cut out and renewed. All broken cement to be made good.

Floor and frame to be faired in place & riveted & caulked as necessary.

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FOUND.

RECOMMENDED.

- 1, 2 & 3 floors and frames buckled.
intercostal between 1 & 2 floors
led and rivets started.
4 floor and frame buckled.
5 & 6 floors and frames buckled.
7, 8, 10, 11, 13, 14, 16, 17, 19 & 20
skeleton floor frames set up.
9, 12, 15 & 18 floors and frames buckled.

Three floors and frames to be
faired in place.

Plate to be faired in place and
shell lug to be removed, faired
and refitted.

Both to be removed, faired and
refitted.

Both floors and frames to be
faired in place.

Ten bulb angle frames to be
removed, faired and refitted.

Four floor plates and four shell
frames to be removed, faired and
refitted.
Intercostal plates from No. 6 to
No. 18 floors to be removed for
access together with shell and
vertical bars in way and replaced
Tank suction pipes and strum boxes
to be removed for access and
replaced.

Starboard side.

- 2, 3 & 5 floors and frames buckled.
intercostal between 1 & 2 buckled.
7 Double bottom tank.

Three floors and frames to be
faired in place.

Plate to be faired in place and
shell lug to be removed, faired
and refitted.

Starboard side.

- 7 & 8 frames slightly set up.
9, 10, 11 and 12 floors and frames
slightly buckled.
The girder bottom bar slightly set

Two frames to be faired in place.

Four floors and frames to be
faired in place.

To be faired in place.

Number of striking plates under
ending pipes loose.

To be refastened or replaced as
found necessary.

ending of Port side outer lug & stern
streamlining fractured.

To be cut out and rewelded as
necessary.

Rudder gudgeon bush worn.

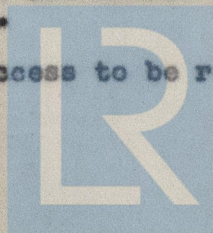
To be renewed.
Odd started riveting and caulking
of shell and double bottom to be
made good.

Setting of seats under hydraulic rams of
ering gear started and rivet holes
engated.

Seatings to be renewed.

On completion of repairs all double bottom tanks and peak
to be tested to Rule requirements.

All items removed for access to be replaced and all new and
turbid work to be recoated.



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The above recommendations were made with a view to placing the vessel in as good and efficient condition as before the damage was sustained.

Permanent repairs have been effected to outer lug starboard bilge keel, sternframe streamlining, rudder gudgeon bush, steering gear ram seats and machinery holding down bolts.

The remainder of the damage has been temporarily repaired by overhauling caulking and riveting, reinforcing floors etc. as necessary and making good cement. Striking plates have been replaced.

J. W. Jones

SURVIVOR TO LLOYD'S REGISTER.



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