

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 26.11.1940 When handed in at Local Office 28 NOV 1940 Port of Birkenhead
No. in Survey held at Birkenhead Date, First Survey 22/10/40 Last Survey 16/11/1940
eg. Book. 77446 on the Wood, Iron or Steel to "KING IDWAL" (No. of Visits 10)

TONNAGE:— Built at Hong Kong By whom Saikoo Dept. P.E. Co. Ltd. When 1920
GROSS 5115 Owners King Line Ltd. Owners' Address Hong Kong
UNDER DE 4741 Managers Dodd, Thomson & Co. Ltd. Port belonging to London
NET 3164 West Coast B. Bank

Surveyed Afloat or in Dry Dock? Both Name of Dock Dry Dock, B. Bank Destined Voyage ✓

Cell/Dor/DBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT 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. 24311 Port Nx

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.

Was a damage report made by anyone else? if so, by whom? T. R. LITTLE & Co.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE AND REPAIRS (CAUSE OF SAME NOT STATED)

Damage stated to have been caused by vessel taking the ground whilst discharging in Troopeth Dock, Birkenhead on the 15th October 1940.
For further particulars please see vessel's Log Book.

NOW DONE - vessel placed in dry dock, the shell plating and Rudder, cleaned, examined and recoated.

DAMAGE REPAIRS 6 Lengths of Bilge keel shell angle on port side, together with bulb plate in way removed, faired and refitted.
on completion of repair bilges flooded, examined and found satisfactory.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								PLEASE SEE RPT.
Removed and Faired or Repaired ...								
Faired or Repaired in place ...								

PRESENT CONDITION OF THE

Decks <u>GOOD</u>	Bulkheads <u>✓</u>	Engine Room Skylights <u>GOOD</u>	Copper, or Y.M. <u>✓</u> (State if on Felt.)
Caulking of Decks <u>✓</u>	Ceiling <u>✓</u>	Cool Bunkers, Openings, Covers, &c. <u>✓</u>	When fitted, Month <u>✓</u> Year <u>✓</u>
Coamings <u>✓</u>	Cement or Asphalt <u>✓</u>	Oil Bunkers <u>✓</u>	Beats <u>✓</u>
Beams & Fastenings <u>✓</u>	Rudder <u>GOOD</u>	Scuppers <u>GOOD</u>	Masts, Tides, &c. <u>GOOD</u>
Outside Plating <u>GOOD</u>	Steering gear and its connections <u>✓</u>	Cargo Hatchways <u>✓</u>	Condition, how ascertained <u>FROM DECK</u> (State if wedges removed.)
" " in way of sidelights <u>✓</u>	Windlass <u>✓</u>	Hatches <u>✓</u>	Equipment letter <u>✓</u>
Frames <u>✓</u>	Have pumps been examined and found efficient? <u>✓</u>	Planking <u>✓</u>	Anchors, No. of <u>3B 15</u>
Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking <u>✓</u>	Cables (State if now ranged) <u>NO</u>
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>	Treenails <u>✓</u>	" length <u>STATED</u> mean diam. (on board)
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>YES</u>	Breasthooks & Stemson <u>✓</u>	" Rule length <u>COMPLETE</u> size
Floors <u>✓</u>	Air and Sounding Pipes <u>✓</u>	Transoms, Pointers & Crutches <u>✓</u>	Chain Locker <u>✓</u>
Keelsons <u>✓</u>	Doubling Plates under Sounding Pipes <u>✓</u>	Timbers of Frame at openings <u>✓</u>	Hawsers & Warps <u>GOOD</u>
Stringers <u>✓</u>		" " at other places <u>✓</u>	Standing and Running Rigging <u>✓</u>
Inner Bottom Plating <u>✓</u>		Stringers, Clamps & Shelves <u>✓</u>	Sails <u>✓</u>
Have the Tanks been examined internally? <u>NO</u>		Salting <u>✓</u> (State if examined.)	
Have the Tanks been tested? <u>PLEASE SEE RPT.</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."

This vessel so far as now seen is in an efficient condition, and eligible in our opinion to remain as classed, with fresh record of survey 11, 40. Subject to indicated plating in 3rd, 4th and 5th strokes below main sheer abreast after end of hold hatch (S.S.) being dealt with at the Owners convenience

Survey Fee (per Section 20) £ 4 : 4 : 0 Fees applied for 2
Special Damage or Repair Fee (if any) £ 3 : 3 : 0 Received by me, 8B. Linsden
Travelling Expenses (if chargeable) £ 19
Second Surveyor's Fee (if any) £ 19

Committee's Minute

Character Assigned

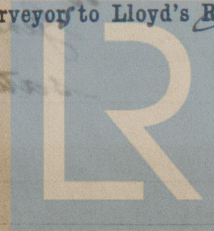
LIVERPOOL

100A1 Subject

Fitted for oil fuel 5.20 TC.

- 3 DEC 1940

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W993B-0240

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