

Greenock Dockyard Co. Ltd., Greenock.
 (Y type vessel)
 Yard No.

London
 building, afloat
 lock for

of Ship Surveyor
 Received from Chief Ship Surveyor 1947

NAME m.v. "KING ALFRED"
 (ex "Empire Ray")
 REPORT
 Off. No. 55907

remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.
 The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/32.)

This vessel was built in 1941 and classed with the British Corporation.

The notation 100A1 (Classification Contemplated) is assigned.

The validity of the notation "Examined 9.45" has expired.

The vessel was then subject to permanent repairs to indented shell plating etc. (s.s.), shell plate F.8 (p.s.) and fire damage to port deep tank bulkhead and deck (p.s.) at the first convenient opportunity, and to (a bower anchor and 45 fathoms of chain cable being supplied).

ACTION had been DEFERRED for dry docking after grounding and general Examination.

Plans for this type of vessel have been approved jointly by this Society and the British Corporation.

For further particulars see endorsements and correspondence.

The CARDIFF Surveyors, in a First Entry Report and Rpt. 8, report 47) the vessel placed in dry dock, the scantlings and arrangements verified, the requirements for Vessels Not Built under Survey and of a Special Survey complied with.

A watertight entrance door to the tunnel has been fitted and repairs have been carried out.

On account of damage through grounding, as above, and contact with submerged object some leaky rivets and edges of bottom shell plating cracked.

Owing to damage through heavy weather repairs to after peak bulkhead boundary angle, rudder plating etc. effected. Angles of steering engine seating, two life boats and 1 pair of davits renewed.

The watertight bulkhead between Nos. 1 & 2 holds was found set forward (p.s.) to a maximum of 3" at mid-depth and all stiffeners bent uniformly from top to bottom. No reason could be given for this deformation. The Surveyors recommend repairs at the first convenient opportunity.

A new hatchway has been fitted on upper deck port side.

The indented shell plating etc. (p.s.) and fire damage to deep tank bulkhead and deck (p.s.) as above, have not been dealt with, but are found efficient for the time being.

Lloyd's Register Foundation

003429-003433-0166

432.2

Proportions—Depth to Length—Uppermost continuous deck to top of keel

If damaged while

- 2 -

"KING ALFRED"

A bower anchor, as above, has been supplied and verified with certificates of test.

The equipment now on board complies with the Rules with the exception of a deficiency of 45 fathoms of chain cable, as above, which is permissible under the War Emergency Regulations.

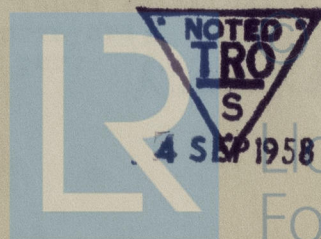
It is submitted the vessel is eligible to be classed "With freeboard", with record of docking survey 7.47 and the notation of S.S. - 7.47, subject to indented shell plating (s.s), shell plate F.8 (p.s) and fire damage to deep tank bulkhead and deck (p.s), as above, being dealt with at the first convenient opportunity, to buckled plating and stiffening of bulkhead between Nos. 1 & 2 holds being dealt with at the first opportunity, and to (45 fathoms of chain cable being supplied).

Class "With freeboard"
47 Cff)
S.S. Cff. - 7.47') subject
Classed 7.47

Dks
11 DB 370' 1244t, DTF 26' 1027t, FPT 122t, APT 185t
7BH, pt. Cem., Lloyd's A & CP
39'
L.

It is further submitted, with reference to the deformation reported for the bulkhead between Nos. 1 & 2 holds, the surveyors be requested to furnish particulars of the scantlings spacing of the stiffeners and their end attachments, as well as the thicknesses of plating. They should state whether any deformation of the deck, centre-line bulkhead, tank top and airtight floor in way of the bulkhead has been observed and express their opinion as to the probable cause of the buckling.

They should be requested to give the A x D numeral for the rudder. The spacing of the cargo battens and the overall length of the vessel should be furnished.



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