

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 9th May, 1954. When handed in at Local Office 10th May, 1954. Port of Hong Kong.

No. in Survey held at Hong Kong. Date, First Survey 18-11-53 Last Survey 10-5-1954.
(1952/1953) on the Wood, Iron or Steel S.S. "WILLIAM CHARLICK 4" (ex "ARKABA")
51889TONNAGE :- Built at Dalmuir. By whom W. Beardmore & Co. Ltd. When 1924 MONTH 5
GROSS 4259 Owners William Charlick Ltd. Owners' Address Adelaide, South Australia.
UNDER DK. 3949 (If not already recorded in Appendix to Register Book).
NET 2515 Managers - Port belonging to Hong Kong.Surveyed Afloat or in Dry Dock? Both. Name of Dock Kowloon Dock. Destined Voyage -
Cell D B or D B a feet; u E & 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. 13664 Port CASUALTY

(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.)

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 -

Society's Freeboard (if assigned) as 10 ft 5 1/2 ins.
painted on Ship and now verified

Was a damage report made by anyone else? if so, by whom? -

REPAIRS, OR EXAMINATION AS PER RULE, FOR RE-CLASSIFICATION & OIL FUEL CONVERSION, ETC.

The S.S. "WILLIAM CHARLICK 4" ex hulk ex "ARKABA" was towed from Australia and submitted by the new Owners for re-classification.

NOW DONE FOR CLASSIFICATION: -

Vessel placed in dry dock, the bottom & side plating, rudder & stern frame cleaned, examined & found or now placed in good condition, afterwards recoated.

Holds, tween decks, fore & after peaks, chain locker, spaces under bridge, engine & boiler spaces and coal bunkers, cleared for survey, ceiling lifted as required by Rules, all oxidation renewed from all parts and all steelwork throughout all parts of the vessel carefully examined and found or now placed in good condition and recoated.

(Continued Overpage)

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Fairled or Repaired								
Fairled or Repaired in place ...								

PRESENT CONDITION OF THE

Decks Good	Bulkheads Good	Engine Room Skylights Good	Copper, or Y.M. -
Caulking of Decks "	Celling "	Coal Bunkers, Openings, Covers, &c. "	(State if on Felt.)
Coamings "	Cement or Asphalt Both	Oil Bunkers -	When fitted, Month - Year -
Beams & Fastenings "	Rudder Good	Scuppers Good	Boats Good
Outside Plating "	Steering gear and its connections "	Cargo Hatchways "	Masts, Yards, &c. "
" " in way of sidelights "	Windlass "	Hatches "	Condition, how ascertained By exam.
Frames "	Have pumps been examined and found efficient? Yes	Planking	(State if wedges removed.)
Reverse Frames "	Have Shaft Valves been examined and found efficient? Yes	Caulking 75 fm. @ 2-3/32	Equipment letter
Longitudinals -	Have Watertight Doors been examined and found efficient? Yes	Treenails 60 fm. @ 2-1/32	Anchors, No. of 3 - 1
Transverses -	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson 135 fm @ 1-3/16	Cables (State if now ranged) Yes
Floors Good	Have the Tanks been examined internally? Yes All	Transoms, Pointers & Crutches 170	" length 270 mean diamr. 2-1/16
Keelsons "	Have the Tanks been tested? Yes All	Timbers of Frame at openings	" Rule length 270 size 2-1/16
Stringers "	Doubling Plates under Sounding Pipes "	" " at other places	Chain Locker Good
Inner Bottom Plating		Stringers, Clamps & Shelves	Hawsers & Warps "
Have the Tanks been examined internally? Yes All		Salting	Standing and Running Rigging "
Have the Tanks been tested? Yes All		State if examined.	Sails -

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 as No. 1-38."

This Vessel is in good & efficient condition & eligible, in my opinion, to be classed as contemplated with record of Docking Survey 1,54 and the notation S.S.H.Kg. 3,54 and added notation "Fitted for oil fuel 5,54 F.P. above 150°F."

(Indented shell plating P. & S. sides to be dealt with at Owners' convenience).
"Cargo battens not fitted".

Survey Fee (per Section 29) S.S. \$2,784.00:

Special Damage or Repair Fee (if any) \$2,000.00:

(per Sec. 29) Oil Fuel Conv. \$600.00:

Travelling Expenses (if chargeable) \$35.00:

Cables \$71.00:

Second Surveyor's Fee (if any) \$:

Fees applied for, 9/3/54 &

10/5/54.

Received by me, 19.

FRIDAY 30 JUL 1954

Committee's Minute

Character Assigned Reunstate class. 1,54 H.Kg (with endorsement)

S.S. H.Kg 5,54 + LMC 5,54 subject

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S.S. H.Kg 5,54 + LMC 5,54 subject

S.S. H.Kg 5,54 + LMC 5,54 subject

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register

Shell Plating Etc. Starbd. Side : - Contd.....

Plate C 14 faired in place at four areas & rivets in after butt renewed.
Plate C 13 faired in place at two places on bottom seam landing.
Plate C 12 cropped & part renewed at bottom seam landing.
Plates C 10 & 11 renewed.
Plate D 11 cropped & renewed at lower seam landing.
Plate D 10 cropped & renewed at lower seam landing, ford.
Plate D 9 faired in place at three areas.
Plate D 8 rivets in upper seam partly renewed.
Plate F 15 faired in place at two areas.
Plate F 13 removed, faired & refitted.
Plate F 12 faired in place at four areas & bottom seam rivets mostly renewed.
Plate F 9 rivets in top & bottom seams mostly renewed.
Plate F 7 faired in place at three areas.
Plate F 6 faired in place at one area & bottom seam rivets mostly renewed.
Plate G 13 removed, faired & refitted.
Plate G 12 cropped, faired & refitted at frs. 104 $\frac{1}{2}$ /109 $\frac{1}{2}$ & remaining rivets in bottom seam renewed.
Plate G 7 faired in place in three areas.
Plate H 14 faired in place in one area.
Plate H 12 removed, faired & refitted.
Plates H 10 & 11 cropped in way of butt & renewed.
Plate H 6 removed, faired & refitted and H 7 cropped in way of after butt & renewed.

Shell Frames : -

P.S. Fore Peak Tank: Frames No.136 to 141 cropped at lower section and renewed & reinforced by flat bars welded.
S.S. Fore Peak Tank: Frames No.136 to 141 cropped at lower section and renewed.
P.S. No.1 Lower Hold: Frames No.116, 118, 119, 125 & 126 cropped, faired & refitted at upper section.
S.S. No.1 Lower Hold: Frames No.116, 118, 119 & 120 cropped, faired & refitted at upper section.
P.S. No.2 Lower Hold: Frames No.90, 92, 95, 98, 101, 103, 104, 105, 106 & 108 cropped, faired & refitted at upper section.
S.S. No.2 Lower Hold: Frames No.103 to 108, 101, & 102 cropped, faired & refitted at upper section.
P.S. No.3 Lower Hold: Frames No.88, 89 & 77 cropped, faired & refitted.

Cross Bunker :

Frame No.73 cropped, faired & refitted.

Engine Room & Boiler Room :

P.S. Frames No.55 to 65 & 77 to 72 cropped, faired & refitted at upper section.
S.S. Frames No.71 & 72 cropped & part renewed.

No.5 Lower Hold :

P.S. Frames No.45 to No.51 cropped, faired & refitted.
S.S. Frames No.40 to 49 cropped, faired & refitted.
All frames where butt welded, reinforced by flat bars (welded) where necessary.

Internals, Etc. : -

Fore Peak Tank:

Floors Nos.136, 137 & 138 renewed together with stiffeners.
Floors No.139, 140 & 141 cropped at lower section & renewed.
Forepeak bulkhead @ frm. No.135 lower strake renewed & stiffeners in way cropped & part renewed.

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Port of Hong Kong.

Continuation of Report No. 11915 & 12020 dated 9th May, 1954. on the

HULL OF THE S.S. "WILLIAM CHARLICK 4"

Fore Peak Tank : - Contd.....

Centre line intercostal between tank end and flr. No.138 renewed together with stiffeners.

Intercostal 2' off $\frac{1}{2}$ between tank end and flr. No.136 renewed, port & starboard.

No.1 Double Bottom Tank :

60% of each of the following floors were renewed:

Flrs. No.124 to 134 together with angles & stiffeners as necessary.

Flrs. No.122 & 123 cropped at centre section & renewed.

Flrs. No.117 to 121 cropped at centre section faired & refitted.

Centre line girder flr. No.121 to 135 renewed at lower section together with angles as necessary.

Starboard side intercostal (4' off $\frac{1}{2}$):

Half floors from flr. No.123 to 135 renewed complete with angles.

Port side intercostal (4' off $\frac{1}{2}$) :

Half floors from flr. No.122 to 135 removed, faired & refitted together with angles.

No.2 Double Bottom Tank :

Flrs. No.95, 96, 98, 99, 100, 104, 105, 106, 108, 110, 111 & 112 cropped, faired & refitted at starbd. side.

Flrs. No.97, 101, 102, 103, 107, 109 cropped & part renewed at starbd. side.

Centre line girder flr. Nos.94 $\frac{1}{2}$ to 97 $\frac{1}{2}$ cropped at lower section & renewed together with shell angle.

Starbd side intercostal girder (4' off $\frac{1}{2}$) :

Flr. Nos.123 to 135 (half floors) completely renewed together with angles.

Starbd side intercostal girder (8' off $\frac{1}{2}$) :

Flr. Nos.123 to 129 (full floors) renewed together with angles.

Tank Top Plating : -

In way of No.1 hold, strakes adjacent to centre line strake released and faired in place, one section cropped, faired & refitted.

Upper Deck Plating : -

Stringer plates (p.s.) frs. No.90 to 100 cropped & renewed.

Stringer plates (s.s.) frs. No.89 to 97 cropped & renewed together with chock angles as necessary.

Shelter Deck Plating : -

P.S. Stringer plating (in way of accommodation) Fr. Nos.48 $\frac{1}{2}$ to 59 $\frac{1}{2}$ renewed.

Aft of engineroom casing cropped & part renewed (17'x 33").

Stringer plate adjacent No.2 hatch cropped & part renewed.

Forward of No.1 hatch cropped & part renewed (19' x 21").

S.S. Stringer plate (in way of accommodation) fitted with doubler, welded (frm. No.52 to 60).

(Contd. overpage)

Contd.....

Stringer plates (adjacent side bunker hatch) :

1 plate 15'-0" x 52" renewed.

1 plate 11'-3" x 44" renewed.

Side bunker hatch removed & plate in way renewed & bunker hatch refitted.

Fore Castle Deck : -

Plates (3) at after end cropped & part renewed.

Bulkheads : -

At frm. No. 73 $\frac{1}{2}$ (N.W.T.) :

Strakes in way of ash hoist com ventilator cropped and part renewed (4).

At frm. No. 77:

Centre line plate 3rd strake up renewed.

Strake 4th up port side cropped & part renewed.

At frm. No. 113 :

Ship side strake (p.s.) cropped from margin to upper deck & renewed.

P.S. cropped in way of margin & renewed.

Fore Peak Bulkhead Frm. No. 135 : -

Lower & middle stringers, port & starboard, fitted with doublers welded in way of br

After Peak Bulkhead (Frm. No. 8) : -

Upper most strake port & starbd sides in way of shell cropped & part renewed.

General : -

In No.1 lower hold stringers, upper & lower, port & starbd, where necessary faired in place and stringer face angles removed, faired & refitted or cropped & part renewed, also web frame reverse angles similarly dealt with.

Hatches : -

Rest angles & beams throughout Nos.1, 2, 3, 4 & 5 hatchways faired as required, coamings where dented faired in place.

Approx. 60% of all wood hatch covers renewed.

10 new tarpaulins fitted.

Ventilator coamings & cowls repaired/renewed as necessary together with wood plugs & canvas covers.

Tank suction, air & sounding pipes renewed as necessary.

Port anchor crown pin renewed.

Rudder lifted and all pintles together with lignum vitae bushes renewed.

Bulwark plating on forecastle deck port side aft cropped & part renewed.

Bulwark stanchions repaired as necessary.

Casing S.S. (in way W.C.) cropped & part renewed.

It was noted a few slight indents in way of side shell plating, port & starboard, rem and recommend for Endorsement:- Indents in shell plating, p. & s. be dealt with at Owners' convenience.

Oil Conversion : -

At this time the vessel has been converted to burn oil fuel.

Nos.2, 3, 6 & 7 double bottom tanks have been altered and arranged for this carriage oil fuel.

All alterations have been carried out as per attached plans (dated 6th April, 1954), work being welded throughout, efficiently constructed & tested on completion.

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Rpt. 9a.

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Port of

Hong Kong.

Continuation of Report No. 11915 & 12020 dated 9th May, 1954

on the

HULL OF THE S.S. "WILLIAM CHARLICK 4".

Settling Tanks : -

Settling tanks have been constructed and fitted in previous cross bunker space, port & starboard sides.

Lower section of cross bunker made oil tight for 9" up & fitted with hat boxes p. & s. sides, with S.D.N.R. suction valves to transfer pump.

A recess has been constructed as per approved plan (London letter dated 30th March, 1954) at the centre line of the cross bunker in which are fitted the oil fuel unit pumps (2), heaters (2) and transfer pump, etc.

Cofferdam : -

Constructed at frame Nos. 53 to 54, arranged by the permanent closing of limber holes etc. & supplied with 2 - 3 $\frac{1}{2}$ " air pipes and a 2" dia. S.D.N.R. suction valve to bilge line.

Piping, Etc. : -

No.2 D.B. oil fuel tanks(p. & s.) Air pipes filling/suction pipes

2-3 $\frac{1}{2}$ " dia(ford) 2- wing 2 $\frac{1}{2}$ " suction.

2-2" dia (aft) 2- centre 2 $\frac{1}{2}$ " suction.

No.3 D.B. oil fuel tanks(p. & s.) 2-3" dia (ford) 2- wing 2 $\frac{1}{2}$ " suction.

2-3" dia (aft) 2- centre 2 $\frac{1}{2}$ " suction. H

No.6 D.B. oil fuel tanks(p. & s.) 2-3 $\frac{1}{2}$ " dia(ford) 2- wing 2 $\frac{1}{2}$ " suction.

2-3" dia (aft) 2- centre 3" suction.

No.7 D.B. oil fuel tanks(p. & s.) 2-2" dia (ford) 2- centre 2 $\frac{1}{2}$ " suction.

1-2 $\frac{1}{2}$ " dia(Stbd ford).

The combined filling & suction pipes of 2 $\frac{1}{2}$ "/3" dia., 5" & 3 $\frac{1}{2}$ " dia mains, & 3" dia overflow pipes from settling tanks, air & sounding pipes etc. fully complying with Rule requirements have been supplied and centre girder in way of Nos.2, 3, 6 & 7 double bottom tanks being tight under test.

General : -

Tank top ceiling is fitted in way of holds with adequate air spacing.

Overflow from settling tanks through sight glasses (well lighted) to No.3 D.B. tanks, p. & s.

Gauze wire fitted to all goose necked bell mouthed air pipes.

Extended spindle operated from upper deck efficiently installed.

Fore & after peak fresh water tank lines led along side bilges to join up with domestic manifold in engine room.

Short sounding pipes in machinery spaces fitted with parallel cocks, weighted self closing type.

All Rule requirements for burning of fuel oil are fully complied with.

Note : -

The above vessel previously named "ARKABA" was written off, and the hulk was towed from Australia to Hong Kong where the new Owners submitted the vessel for re-classification, the Special Survey was carried out, and the Port of Registry changed to Hong Kong. On completion of the Special Survey it was then decided to convert the vessel to oil fuel burning, and at a still later date to change the vessel's name.

2011110 T. (MADE AND PRINTED IN ENGLAND)

(Contd. Overpage)

The following are details for the Register Book forwarded by the Hong Kong Government Marine Surveyor:

"WILLIAM CHARLICK 4"

Port of Registry - Hong Kong.

Official Number - 151993

Signal Letters - V P B E

Gross Tonnage - 4259.02

Under Deck - 3949.21

Nett - 2515.18

Registered Dimensions - 341.60 x 47.20 x 30.

Interim Certificates "B" issued - copies attached.

gm



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Lloyd's Register
Foundation