



been removed from deep tank top and the openings plated over. The number of toggles of both hatch covers have been doubled on deep tank top. Ventilation, air and sounding pipes with striking plates, suctions, filling and overflow pipes have been fitted in accordance with the Rules and Circular 1866. All steel work in connection with the oil fuel conversion has been cleaned, scaled and drilled where necessary, examined throughout and found or placed in good condition. The material used for the alteration is tested SM steel and approved electrodes have been used by trained welders as required. After completion of the conversion the deep tank and fresh water tank on top of deep tank have been tested and found tight and good.

**2. STRENGTHENING FOR INCREASED DRAUGHT (North Sands Type): -**

- a) The sheer strake on port and starboard side for 0.5 L amidships has been strengthened by a doubling plate 46" x .54" welded at butts and edges and riveted through the frames.
- b) The hold bulkheads have been stiffened below 2nd deck as follows: -  
 W.T. bulkhead 40: Face flats 5" x 13/16" fitted by E.W. on stiffeners 2, 4 and 6 from centre line and 3 1/2" x 5/8" on stiffeners 8 and 9 from centre line p & s.  
 W.T. bulkhead 93: Face flats 5" x 5/8" fitted by E.W. on stiffeners 2, 4, 6, 8 and 10 from centre line p & s.  
 W.T. bulkhead 106: Face flats 4 1/2" x 3/4" fitted by E.W. on stiffeners 2, 4, 6, 8 and 10 from centre line on p & s.  
 W.T. Bulkhead 135: Face flats 5" x 3/4" fitted by E.W. on stiffeners 2, 4, 6, 8 and 10 from centre line on p & s.
- c) In addition each strake of plating on bulkhead 40, 93, 106, and 135 have been reinforced by 3" x 3/8" flat bars welded edge on bulkhead plating.
- d) The 2 openings in tween deck bulkhead at frame 93 have been plated

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

**ANCHORS.**

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.		Description of Anchor.	Maker.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.			
	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.	Maker of Cable.	Where and when tested and Superintendent.
	Length.	Diam.	Stationery.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			

over and stiffened as required. Therewith, all bulkheads now w.t. to upper deck Rule Requirements.

e) Alterations of air pipes and companionways effected in connection with the increased draught as follows: (1) Air pipes in exposed positions on upper deck to peaks, double bottom tanks and counter space aft extended from 30" to 36" height of opening above deck.

(2) 5 Entrance openings sills increased in height to 24"

The material of tested SM steel and approved electrodes have been used only and the workmanship is throughout good.

CONTINUED.....

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**3) SPECIAL SURVEY: -**  
 Now done: Vessel placed in dry-dock, bottom and rudder (lifted), cleaned examined and recoated. Anchors and cables ranged and examined.

The holds, tween decks, peaks, engine and boiler spaces cleaned, ceiling removed as required. Steelwork examined throughout, sand blasted, scaled and coated as necessary. It was not considered necessary to drill the shell plating. Plating in way of former ash shoot and side lights examined. All double bottom tanks, deep tanks, fresh water tank and fore- and after peak tanks examined internally and tested. Decks, chain locker, masts and rigging (report attached), hatch coamings, covers and supports, tarpaulins, cleats and battening arrangements, ventilator coamings and covers, steering gear main and auxiliary gear, windlass, hand pumps, watertight door, air- and sounding pipes and striking plates examined and all found or placed in good order.

Freeboard Renewal Survey carried out, amended freeboard marks placed on vessel's sides, verified and cut in.

In addition to the above survey, upon request of the Owners' Representative the life boat of this vessel and their equipment have been examined and a corresponding certificate issued (copy attached).

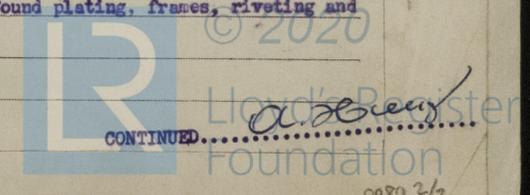
**Repairs, Wear and Tear, now effected:** 86 Defective bottom rivets renewed, 2 defective rivet in rudder body electric welded. Some minor caulking on shell and bulkheads made good. 8 Hatch beams removed, faired and refitted, 8 rest angles for hatch covers faired in place, 12 cleats renewed, 2 coamings (No.2 fore- and aft upper deck p & s) faired in place, 18 hatch covers renewed and 6 repaired. 16 Sq.m. bilge limbers renewed, broken cement chocks renewed, ceiling on inner bottom including margin angles under cargo hatch openings in all cargo holds renewed. Cargo battens completed and holders repaired where necessary. Hold ladders repaired, 2 air pipes and 1 sounding pipe partly renewed, pipe protecting casings repaired and renewed where necessary in all cargo holds, 18 goose neck air pipes increased in height on upper deck, 5 sills increased for entrance doors to cargo spaces and aft accommodations. 12 Loose studs of chain cables refastened. Windlass overhauled and brakes repaired and made workable. 2 Hand pumps repaired. Steering gear overhauled, rudder stock gland repacked. Standing and running rigging overhauled, bottle screws made workable and secured. Life boats lifted, stripped, air cases removed, repaired, tested and replaced. Motor of life boat overhauled and tried. Davits and launching gear overhauled and put in good working condition. 6 Broken glasses of side scuttles renewed and side scuttles and dead lights overhauled and brought in order. 12 Sanitary discharges opened out, repaired where necessary and refitted.

**NOTE:** The F strake of the starboard shell side plating in engine room between 2nd and 4th frame from aft engine bulkhead found slightly indented (between 2nd and 3rd frame, 1 1/4" and between 3rd and 4th frame 1/2") but frames, shell plating and rivets in way sound and tight. This damage will in my opinion not affect the efficiency of the vessel but should be examined and dealt with as found necessary next dry-docking.

Found upon examination the following indents in shell plating which will also in my opinion not affect the efficiency of the vessel but, as there was no chance for this shell repair being effected this time owing to shortness of time and labour it should be examined and dealt with as found necessary next dry-docking: Port fwd in way of hold No.1 shell side plates G3 and H3 (numbered from fwd) buckled and 3 frames in way set in.

Starboard aft in way of Hold No.4 shell side plate F5 and G6 (numbered from aft) buckled.

Examined the above indents from outside and inside and found plating, frames, riveting and caulking edges sound and tight.



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S.R.List: The item "Shell plating & c. (s.s.) in machinery space to be specially examined" may be altered in accordance with the above note as follows: "Shell side plating and c. (p. & s.) to be examined and dealt with as found necessary".

4. DAMAGE: -

Damage sustained by a) encountering heavy weather on voyage from Port au Prince from December 23rd, 1951, to February 1st, 1952, and

b) grounding at Port au Prince on February 8th, 1952

Now done for Damage: Vessel placed in dry-dock, bottom and rudder cleaned, examined and found or placed in good order and recoated. Examined weather decks, rails, bulwarks, ladders, ventilators, life boats and found or placed satisfactory.

Damage repairs now effected: Damage (a), 1,5 m fractured welded seams of rudder body veed out and rewelded, 2 started rivets rewelded in rudder body.

3 Planks of starboard life boat No.1, and 2 planks of port life boat No.2 cropped and renewed (splintered).

Rails on port side forward and bulwark amidships on starboard side repaired and faired.

2 Entrance doors repaired.

2 Ventilator cowls renewed.

2 Wire winches renewed.

2 Steam pipe guard plates repaired and other minor damage repairs effected.

Damage (b): Minor caulking and weldings on vessel's bottom and tank top made good.

NOTE: The frames of the starboard shell side plating in engine room between 2nd and 4th frame from aft engine bulkhead found slightly indented (between 2nd and 3rd frame, 1 1/2" and between 3rd and 4th frame 1/2") but frames, shell plating and rivets in way sound and tight. This damage will in my opinion not affect the efficiency of the vessel but should be examined and dealt with as found necessary next dry-docking. Found upon examination the following indents in shell plating which will also in my opinion not affect the efficiency of the vessel but, as there was no chance for this shell repair being effected this time owing to shortness of time and labour it should be examined and dealt with as found necessary next dry-docking: Port fwd in way of hold No.1 shell side plates 03 and 04 (numbered from fwd) buckled and frames in way set in. Starboard aft in way of hold No.4 shell side plate 75 and 06 (numbered from aft) buckled. Examined the above indents from outside and inside and found plating, frames, riveting and caulking edges sound and tight.

*Al. Gray*

