

COPY.

Lloyd's Register of Shipping.



Port Vancouver, B. C.,

August 12th, 1935.

This is to Certify that

A. SCOTT

the undersigned Surveyor to this Society did at the request of the Owner's Representative, survey the M.V. "KING ROBERT" 4535 tons gross of London, for the purpose of ascertaining the nature and extent of damage stated to have been sustained when the vessel collided with the Triple Screw Steamer "NIAGARA" on July 17th, 1935.

It is reported that the M. V. "KING ROBERT" was on a voyage from Port Alberni to Vancouver, B. C. with approximately 850 tons of lumber cargo, part in each hold, and pilot on board, and encountered foggy weather in the Strait of San Juan de Fuca.

The collision occurred at about 8.09 p.m. on July 17th, 1935.

The "KING ROBERT" proceeded after the collision to Esquimalt Harbour, docking in the early morning of July 18th, with the assistance of a Tug, due to the fact that she was unable to use her anchors.

For further particulars see

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."

KING ROBERT

vessel's official log book.

On July 18th, 1935, while the vessel was lying afloat at the Coal Wharf, Esquimalt, the undersigned with:

Captain D. Paulgrain, Master,

T. C. Warkman, Salvage Association, London,

R. R. Liddell, representing the Owners of the T. S. S. "NIAGARA", upon examination,

FOUND:

RECOMMENDED:

STEM:

9" x 2½" fractured and distorted.

To be renewed for approximately 40 feet to a new scarph. Stem below this point to be faired as found necessary.

SHELL PLATING:

STARBOARD SIDE.

Bulwark Plate No. 1 bent and fractured.

To be renewed.

Shelter deck, Sheer plate No. 1 crushed and torn.

To be renewed.

1st below Shelter deck Sheer No. 1 destroyed.

To be renewed.

2nd below Shelter deck Sheer No. 1 fractured.

To be renewed.

3rd below Shelter deck Sheer No. 1 distorted and fractured.

To be renewed.



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STARBOARD SIDE, CONT:

To be renewed.

To be renewed.

To be renewed.

To be renewed.

PORT SIDE:

To be renewed.

To be renewed.

To be renewed.

To be renewed
or failed.

To be renewed.

No. 1 plate to be renewed and extended to a new butt on forward end of plate No.2.

"KING ROBERT"

PORT SIDE CONT:

4th below Shelter deck Sheer No.1 destroyed.	To be renewed.
4th below Shelter deck Sheer No.2 damaged at forward end	To be faired in place.
5th below Shelter deck Sheer No.1 badly buckled.	To be renewed.
6th below Shelter deck Sheer No.1 badly buckled and twisted.	To be renewed.
7th below Shelter deck Sheer No. 1 badly distorted.	To be renewed.
Anchor Davit badly bent	To be renewed with new guys.
Breast hook on rail bent and distorted.	To be removed, faired and refitted.
Bulb angle rail distorted - port and starboard.	To be removed, faired and refitted.
One round stanchion distorted - port and starboard.	To be removed, faired and refitted.
One double roller fairlead disturbed, port and starboard.	To be ressecured on new seatings.
Half round beading broken, port and starboard.	Renew for about 6 feet each side.
Screw for forestay and shackle at stem head damaged.	To be renewed.



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"KING ROBERT"

PORT SIDE CONT:

Vent and air pipes to
Fore peak damaged.

To be restored to
original condition.

Gunwale bar, port and
starboard near stem
fractured.

To be renewed for
about 12 feet each
side

Wood sheathing on
shelter deck,
disturbed.

To be made good.

Steel Shelter deck
distured at stem

To be faired.

Shelter deck Beam
No 1 distorted.

To be removed,
faired and refitted
with its brackets.

Side frames No.1
port and starboard
destroyed.

To be renewed.

Side Frames No.2
port and starboard
distorted.

To be removed,
faired and refitted
to W.T.flat.

PORT SIDE FRAMES.

3, 4, 5, 6, 7 & 8
badly fractured.

To be renewed with
brackets and
attachments.

Wood work in this
space - damaged.

To be renewed as
necessary and made
good.

Port side stringer
plate No.1, destroyed.
Stringer plate No.2
damaged at forward
end.

To be renewed and
extended to meet
a new butt
in Plate No.2.

Lower deck beams
1 to 8 badly
damaged.

To be renewed
with
brackets.

STARBOARD SIDE FRAMES

1, 2 & 3 destroyed
above W.T.flat.

To be renewed.



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"KING ROBERT"

Frame No. 4
distorted.

To be removed,
faired and
refitted.

Breast hook
distorted.

To be made good.

Iron ladder,
damaged.

To be faired.

Port side Frame
No.9 destroyed
above W.T.flat.

To be renewed.

Chain locker
bulkhead, distorted.

To be removed as
necessary - faired
and refitted.

Wood work in way of
Chain locker damaged,
port side.

To be renewed.

FORE PEAK TANK.

Starboard frames
1,2, & 3 distorted
and twisted.

1 and 2 to be
renewed and No.3
removed, faired
and refitted.

Frame No.4
distorted.

To be faired in
place.

Starboard Side
Stringer plate on
W.T. flat,
distorted.

To be removed and
faired.

Middle deck plate
distorted at forward
end.

To be renewed.

Beams under W.T.
flat 1,2,3 & 4
destroyed.

To be renewed with
brackets.

Port Side Frames,
1,2,3,4 & 5
destroyed.

To be renewed.

Stringer plate in
1st Stringer below
W.T.flat, damaged
at forward end.

To be renewed for
4 Frame spaces.



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"KING ROBERT"

Deep floors to No.
1 Frames, destroyed.

To be renewed.

Stringer plate in
2nd Stringer below
W.T.flat, distorted.

To be faired.

Forward plate, of
Swash division in
fore peak, badly
buckled.

To be renewed with
stiffeners and top
angle bar.

1 Bracket angle on
Collision bulkhead
fractured.

To be renewed.

Port and Starboard
hause pipes
fractured.

To be renewed.

Electric fixtures and wiring to be
made good where damaged or disturbed.

All damaged wood work to be renewed
or repaired.

Anchors and cables to be ranged -
Anchors to be examined for possible damage and afterwards
restowed.

All new and repaired work to be tested
and proven tight, and all steel work to be coated as before.

Necessary dry docking for above repairs.

A specification covering the above
recommendations was drawn up (copy attached).

Tenders were received on board the
vessel by Captain Poulgrain, at 11.00 A.M. on July 19th, in
the presence of the above mentioned Surveyors, and the
contract awarded to the Victoria Machinery Depot Co., Limited.



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"KING ROBERT"

The "KING ROBERT" proceeded at once to Victoria Harbour with the assistance of tugs for docking, to the plant of the Victoria Machinery Depot.

The vessel was placed on dry dock at Esquimalt on August 7th, and after the repairs had been satisfactorily tested, undocked on August 10th.

The "KING ROBERT" left Esquimalt on August 10th, 1935, adjusted compasses, and proceeded to Vancouver to load.

Owing to the accident, a quantity of stores and gear, stowed forward, above the fore peak flat was lost (See List attached).

The condition of the electric wiring in the Ship was examined and tested for possible damage and found satisfactory.

During the course of repairs, the Ship's Engineers tested out the suction of the forward double bottom tanks, and these were found in order.

Photographs showing the nature of the damage sustained are attached to this report.

While the vessel was on dry dock the underwater body was, cleaned, washed down, and given two coats of approved composition.



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KING ROBERT

All the repairs and renewals necessary on account of this damage have now been completed and tested to my satisfaction.

A report has been forwarded to the Committee of Lloyd's Register of Shipping, London, recommending that the vessel be continued as previously classed.

A. Scott

Surveyor to Lloyd's Register.



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