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SPECIFICATION FOR RENEWALS AND
REPAIRS TO THE M. S. "KING EGBERT"
of London, U.K., 4535 G.T.R.

SPECIFICATIONS are for repairs and renewals to be effected to the above named vessel, now lying at the Coaling Wharf, Esquimalt, B. C., where she may be seen.

Vessel to be carefully drydocked with cargo as onboard, on specially prepared keel and bilge blocks with softwood cappings and at least one tier of intermediate blocks between the existing keel and bilge blocks, port and starboard, to also have softwood caps. A diver to be employed during drydocking to report on the condition of the blocking as the vessel comes in contact with same. The estimated deadweight of ship and cargo will approximate 5,385 tons.

It is to be understood by the Contractor that the repairs herein specified are to be carried out and completed in all the details connected therewith, and that the workmanship and material must be of the best quality throughout and conform in size, etc., to that now in the vessel and to the Owners and Underwriters requirements as well as to those of the Classification Surveyors and to good steamship repair practice.

Any dispute or disagreement as to the meaning of these Specifications regarding the work to be done, or the quality of material furnished, or as to the workmanship in the repair shall be submitted to the Owners' and Underwriters' Surveyors and their decision shall be final and binding on all parties.

Should the contractor require the removal of any part of the vessel or her fittings to enable him to make this repair, the same shall be done by him and all such removals subsequently replaced as before at the contractors expense.

All scrap and salvage material caused by the making of the repairs and/or alterations herein called for, shall become the property of the Contractor unless otherwise specified. (Machinery scrap excepted).

Any particulars for the work involved are given for the guidance of the Contractors, who are, however, to take their own particulars and dimensions and to be responsible for same as the intent of these Specifications is to restore the vessel insofar as damage is concerned, to the same good condition as she was in before the accident.

The Contractor is to fully protect the vessel and the Owners against any claim for injury to workmen, also for any damage done to the vessel, her machinery or fittings while the vessel is undergoing repairs.

Tenders to be given in lump sum for all the work specified or implied, the sum to include the cost of all drydock rent for ship and cargo as now onboard, shoring, wharfage charges, shifting or moving of the vessel by the repairers at their work, as well as for watchmen.

Affected tanks and spaces to be drained of all fuel oil, steamed out and certified to by a competent chemist as being in a safe condition before workmen are permitted to enter these spaces, and maintained so during these repairs.



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"I (or we) hereby agree to faithfully carry out and complete all the repairs, renewals and replacements to the M. V. "KING EGBERT", as set forth in specifications under date of 18th of July, 1935, and to abide by all the conditions expressed or implied therein, for the sum of. and to complete the same in. continuous running days".

All charges in connection with the removal of the vessel from where she now lies to the yard of the successful Contractor must be borne by the Contractor.

The sum of £ 50 (fifty pounds) per day or part of a day to be paid by the Contractor to the Owners, as liquidated damages for any delay in the completion of the repairs, beyond the period of the contract time.

(Sgd) D. Poulgrain
Master - M. S. "King Egbert".

(Sgd) T. C. Warkman, without
prejudice.
Salvage Association, London.

(Sgd) A. Scott.
Surveyor to Lloyd's Register of
Shipping.

(Sgd) R. R. Liddell.
Representing T.S.S. "Niagara".

VICTORIA MACHINERY DEPOT CO. LTD.
(Sgd) W. J. Brinkman.
Contractor.
July 19th, 1935.

Esquimalt, B. C.
18th of July, 1935.



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