

COPY.

M. V. "KING EGBERT"

4535 tons gross

SPECIFICATION OF REPAIRS AND RENEWALS TO DAMAGE
SUSTAINED BY COLLISION WITH TRIPLE SCREW STEAMER
"NIAGARA" - on July 17, 1935

1. Vessel to be placed on dry dock (with about 850 tons of lumber cargo on board in all holds) on approved blocks and maintained in good alignment during repairs.
2. Stem $9 \times 2\frac{1}{2}$ to be renewed from top to an agreed scarp above the 10 foot mark. Lower portion of stem to be faired in place.
3. SHELL PLATING.

Starboard Side Bulwark plate No.1 - approx. $16' \times 3'0" \times 5/16$ to renew.

Shelter Deck Sheer Plate No.1
Approx. $18 \times 5'6 \times 1/2$ to renew.

1st below shelter deck sheer plate No.1 - $25 \times 5'6 \times 9/16$ to renew.

2nd " " " " " " - $30 \times 6'0 \times 3/4$ " "

3rd " " " " " " - $20 \times 6'0 \times 1/2$ " "

4th " " " " " " - $10 \times 5'6 \times 1/2$ " "

5th " " " " " " - $30 \times 6'0 \times 1/2$ " "

6th " " " " " " - $24 \times 5'6 \times 1/2$ " "

7th " " " " " " - $12 \times 5'0 \times 1/2$ " "

Port Side Bulwark plate No.1 approx. $16' \times 3'0" \times 5/16$ " "

Shelter Deck Sheer Plate No.1 " $18 \times 5'6" \times 1/2$ " "

1st below shelter deck sheer plate No.1 - $25 \times 5'6 \times 9/16$ " "

1st " " " " " No.2 - " "

2nd " " " " " No.1 - $30 \times 5'6 \times 3/4$ " "

3rd " " " " " No.1 - $20 \times 6'0 \times 1/2$ " "

and extend about 4 feet to a new butt.

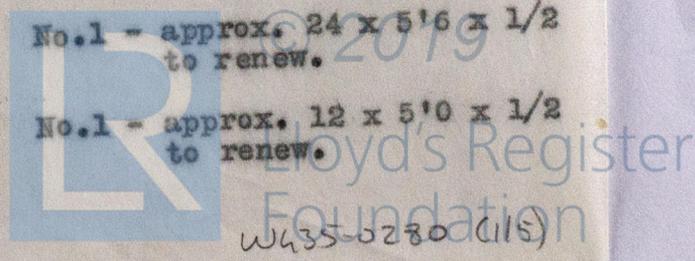
4th below shelter deck sheer plate No.1 - $10 \times 5'6 \times 1/2$ " "

4th " " " " " No.2 - to be faired in place at forward end.

5th " " " " " No.1 - approx. $30 \times 6'0 \times 1/2$ to renew.

6th " " " " " No.1 - approx. $24 \times 5'6 \times 1/2$ to renew.

7th " " " " " No.1 - approx. $12 \times 5'0 \times 1/2$ to renew.



COPY.

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DECKS AND INTERNALS

FOUND

RECOMMENDED:

SHELTER DECK

Anchor davit destroyed.

Renew, including 2 wire guys and socket reset in order.

Breasthook on rail distorted.

Cut off, fair and refit.

Bulb angle rail distorted; port and starboard.

Cut off, fair and refit about 15 feet each side.

1 round palmed stanchion distorted port and starboard. Forestay rigging screw and stem head shackle destroyed.

Cut each off, fair and refit (2).

1 double roller fairlead P & S in way of damages disturbed, and half round iron bead below same destroyed.

Remove the 2 fairleads and reset in order on new seatings, also renew about 6 ft. of beading port and starboard.

Vent and air pipes to F. P. tank more or less damaged, including connections.

To be removed as necessary, repaired and restored in order.

Gunwale bar P & S. destroyed for ward.

To be cut off and renewed about 12 feet each side.

Wooden sheathing at centre of this deck damaged and disturbed forward.

To be cut off, and renewed as necessary in way of these repairs, caulked and payed as before.

Steel shelter deck forward buckled.

To be cut adrift and faired in place as necessary, re-riveted and made tight.

Shelter deck beam No.1 and its brackets distorted.

To be cut out, faired and refitted.

No.1 side frames, 1 P. and 1 S. between shelter deck and the F.P. flat both destroyed.

To be cut out and renewed as originally down to F.P. flat also brackets in way, top and bottom renew, all as before.

No.2 frames P & S in this space and their brackets distorted.

To be cut out, faired and refitted.

Port No. 3, 4, 5, 6, 7 and 8 frames all badly fractured.

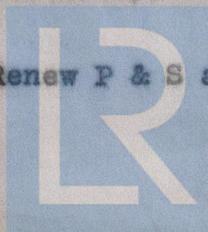
These 6 portside frames to be renewed, including all brackets and attachments.

Wooden shelves and lock box in way damaged and or destroyed.

To be removed and renewed as necessary.

Cement in frame chocks broken and disturbed.

Renew P & S as before.



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FOUND.

RECOMMENDED:

LOWER DECK.

Port deck stringer No. 1 plate destroyed and the next adjoining plate butt distorted.

Cut off and renew, this stringer plate to be extended about 3 ft. into the next plate.

8 lower deck beams Nos. 1 to 8 destroyed including their beam end brackets.

These 8 beams and their brackets to be renewed as before.

Frames Starboard side above F.P. flat Nos. 1, 2, 3 destroyed.

To be cut out and renewed, including brackets.

No. 4 frame on this side in way distorted.

To be cut out, faired and refitted including brackets.

One breasthook between the lower deck and the F.P. flat distorted.

To be cut off, faired and refitted, including all of its attachments.

Iron ladder in this space distorted.

To be cut off, faired and refitted.

No. 9 frame port side above F.P. flat destroyed.

To be renewed.

Beam and bracket in way of this frame distorted.

Each to be cut out, faired and refitted.

Chain locker bulkhead on frame No. 8 port side plate distorted together with one stiffener, top bracket on same missing.

Cut off, fair and refit this wing plate, also the stiffener. Make and install 1 new top bracket.

Woodwork shelving, etc., in way of chain locker port side destroyed.

To be renewed as before.

FOREPEAK TANK TOP AND INTERNALS.

Starboard No. 1, 2 and 3 frames distorted.

Nos. 1, and 2 to be cut out and renewed and No. 3 cut out, faired and refitted, including sundry attachments.

Starboard No. 4 frame slightly distorted.

To be faired in place.

Starboard stringer plate on F.P. flat distorted.

To be cut off, faired and refitted.

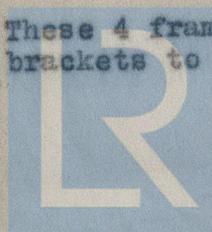
Centre deck plate on flat distorted at its forward end.

To be cut off and renewed.

Nos. 1, 2, 3 and 4 deck beams under flat destroyed including their brackets.

These 4 frames and their brackets to be renewed.

Port side frames Nos. 1, 2, 3, 4



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FOUND:

RECOMMENDED:

FOREPEAK TANK TOP AND INTERNALS (CONT'D)

and 5 in the F.P. destroyed.

These 5 frames to be renewed including all necessary attachments.

Port Side Stringer plate first below the flat destroyed at its forward end including clips and attachments.

To be renewed including clips back for 4 frame spaces.

Deep floor in F.P. top portion destroyed at the No.1 and 2 frame spaces.

To be cut out and renewed.

Second stringer below the F.P. flat forward end distorted.

To be cut adrift and faired in place.

FOREPEAK INTERNALS.

Swashplate in centre forward plate destroyed, including one stiffener and 10 ft. of its top angle bar.

Cut out and renew this plate about 12' x 6' deep, also renew 1 stiffener and about 10 ft. of top angle bar.

1 bracket angle on collision bulkhead at second stringer in No.1 hold starboard fractured.

Renew this bracket angle.

Note All frames to be cut out and replaced as originally.

Disturbed plating at the several decks to be faired as necessary including at F. P. flat.

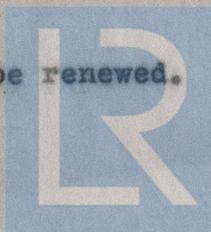
ELECTRIC LIGHT WIRING.

Fittings and fixtures damaged, destroyed or disturbed in way of these repairs to be renewed as before.

Wood gratings on lower deck above peak, and on forepeak flat to be renewed as before.

Anchors and cables to be ranged for examination and restowed later. Anchor pins and shackles to be removed for thorough examination. Any repairs or renewals to anchors or cables will be treated separately.

Port and starboard hawse pipes to be renewed.



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Forepeak tank to be given a priming coat and finishing coat of approved paint. Broken and loose cement to be made good. Chain locker to be cleaned and coated throughout.

On completion of repairs forepeak tank to be tested and proven tight, including collision bulkheads, and all new and repaired work above forepeak to be hose tested.

All new and repaired work to be given an approved priming coat and finishing coats as before.

Quote separate price for cleaning the underwater bottom, washing down with fresh water and supplying and applying one coat each of approved anti-corrosive and anti-fouling compositions.

Also quote separate price for supplying and applying one coat of approved boottopping.

(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 July, 1935.



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W435-0230 (5/5)
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