

17 SEP 1947

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# Clodd's Register of Shipping.

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11/11/47  
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Hong Kong.

Port 15th. May, 1947.

Hong Kong Rpt. A/C No. 95.

Survey Fee \$ 500.00.

Expenses \$ .....

Total \$ 500.00.

Applied for 15th. May, 1947.

This is to Certify that

JAMES A. ANDERSON

the undersigned Surveyor to this Society did at the request of the Owners, attend on board the S.S. "KENILWORTH", 5457 Gross Tons, of Hong Kong, on 23rd. July, 1946, and subsequent dates, whilst vessel lay afloat at this Port, for the purpose of ascertaining, so far as practicable, the nature and extent of damage stated to have been sustained due to vessel being in collision with the S.S. "PRONTO" during a Typhoon on 18th. July, 1946, both vessels having been moored in Kowloon Bay, Hong Kong.

For further particulars please see Log Books.

Log Books examined.

Extract of Deck Log.

17th. July, 1946.

0700:- Crew turned to and employed variously.

Cloudy and clear weather.

No.1 Typhoon Signal up.

0900:- Dock labour resumed work.

Fine and clear weather.

1215:- Local Signal No.7 hoisted.

1500:- All shore labour ceased work for the day.

Overcast and cloudy weather.

1700:- Cast off from "Kowloon Docks" 3 tugs assisting, preceded to anchorage in Kowloon Bay.

1805:- Let go port anchor and veered out 60 fathoms cable.

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."

B. "KENILWORTH"

15th. May, 1947.

1810:- Brought up, cast off tugs.  
Regulations duly observed.

th. July, 1946.

0700:- Crew turned to washing down decks etc.  
Overcast and cloudy with frequent strong squalls.

0920:- Let go starboard anchor and veered out 30 fathoms of cable and slacked another 15 fathoms on port cable. Cleared and prepared stream anchor and stern anchor for stern moorings if necessary.

1100:- Wind increasing in intensity, vessel sheering broadly. Very heavy squalls with driving rains.

1300:- Vessel sheering very broadly.

1305:- Dragged both anchors during a strong typhoon squall; port and starboard cable slacked away but vessel could not be brought up.

1310:- Struck across S.S. "PRONTO'S" bow, with our starboard side, forward part of No.4 Hold - Lines passed out and both ships were secure together with fenders out - (105 fathoms cable on port anchor. 75 fathoms on starboard anchor). Mooring ropes repeatedly carried away owing to wild surge, and were again made fast.

1427:- Vessels broke adrift from each other, cables were slacked down in an attempt to clear "PRONTO" but through wild sheering the ships repeatedly come in contact. Attempts to made fast were not successful, mooring lines carrying away again and again. "PRONTO" now on port side and both ships coming into contact heavily.

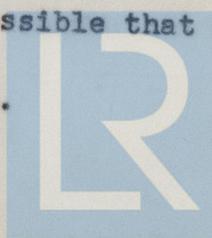
2100:- Let go stern anchor to check sheering.

2130:- Weather moderating slightly, vessels were secured together.

2145:- Vessels completely secured fore and aft. Hove in 1 shackle on each cable.

2300:- Wind veering and decreasing in force very rapidly."

Vessel was examined afloat and it is possible that underwater damage, not evident at this time, was sustained.



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"KENILWORTH"

15th. May, 1947.

The undersigned Surveyor, upon examination.

FOUND.

Stem Damage.

Stem bar set to starboard from 34 ft. to 6 ft. mark and sharply buckled between 30 ft. and 25 ft. marks.

Stem Plating (port side).

Sheer strake No.3 plate, slightly indented at after end.

1st. strake below sheer, No.3 plate, slightly indented.

2nd. strake below sheer, No.2 plate, several light indents.

2nd strake below sheer, No.3 plate, several light indents.

3rd. strake below sheer, No.1 plate, buckled and set in.

3rd. strake below sheer, No.2 plate, indented full length.

3rd. strake below sheer, No.3 plate, several light indents.

4th strake below sheer, No.1 plate buckled at stem.

4th strake below sheer, No.2 plate slightly indented.

5th. strake below sheer No.1 plate and doubler slightly set in.

6th. strake below sheer, No.1 plate, set in.

Stem Plating (starboard side).

Leading of sheer strake No.1 and 1st. below set in.

3rd. strake below sheer, No.1 plate buckled and fractured.

RECOMMENDED.

Stem bar to be cropped and removed between 34 ft. and 6 ft. marks. Approximate 10 ft. stem bar to be renewed. Remainder to be faired and replaced. All butts to be welded.

To be faired in place.

To be renewed 15'-0" x 6'-6" x 1/2".

To be removed, faired and replaced 19'-6" x 7'-6" x 1/2" .

To be faired in place.

To be removed, faired and replaced 11'-0" x 7'-6" x 1/2".

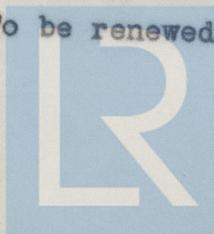
To be faired in place.

Plate and doubler to be released in way of damage, faired in place and riveted.

To be removed, faired and replaced 13'-9" x 6'-6" x 1/2".

To be faired in place.

To be renewed 14'-6" x 7'-6" x 1/2".



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S. "KENILWORTH".

15th. May, 1947.

FOUND.

RECOMMENDED.

- 5) 3rd. strake below sheer, No.2 plate sharply indented and fractured.
- 6) 3rd. strake below sheer No.3 plate, slightly set in.
- 7) 4th. strake below sheer No.1 plate, sharply buckled and fractured.
- 8) 4th. strake below sheer, No.2 plate sharply set in at forward end.
- 9) 5th. strake below sheer, No.1 plate and doubler in way, buckled and stem.
- 10) 6th. strake below sheer No.1 plate, set in.

- To be renewed 19'-9" x 7'-6" x 1/2".
- To be faired in place.
- To be renewed - extending into No.2 plate - 11'-6" x 7'-6" x 1/2".
- To be cropped abaft defect and part renewed by extending No.1 plate.
- Plate and doubler to be removed, faired and replaced 5'-6" x 7'-6" x 1/2". 11'-0" x 5'-3" x 1/2".
- To be removed, faired and replaced 13'-0" x 6'-6" x 1/2".

Shell Plating (starboard midship.)

- 1) Sheer strake, No.14 plate, heavily set in at lower landing.
- 2) 1st. strake below sheer, No.14 plate, heavily set in at after end.
- 3) 1st. strake below sheer, No.15 plate, set in at forward butt.
- 4) 2nd strake below sheer, No.11 plate, one indent at after end.
- 5) 2nd. strake below sheer, No.12 plate, one indent.
- 6) 2nd. strake below sheer, No.13 plate, heavily set in at forward end.
- 7) 3rd. strake below sheer, No.13 plate, heavily set in and fractured.
- 8) 3rd. strake below sheer, No.14 plate, 2 indents.
- 9) 4th. strake below sheer, No.12 plate, one indent.

- To be removed, faired and replaced 21'-0" x 4'-4" x 3/4".
- To be renewed 2'-0" x 5'-6" x 11/16"
- To be faired in place.
- To be faired in place.
- To be faired in place.
- To be renewed 21'-0" x 6'-3" x 5/8".
- To be renewed 21'-0" x 6'-3" x 5/8".
- To be faired in place.
- To be faired in place.



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"KENILWORTH".

15th. May, 1947.

FOUND.

RECOMMENDED.

4th. strake below sheer No.13 plate, heavily buckled after end.

To be renewed 21'-0" x 6'-3" x 5/8".

4th. strake below sheer No.14 plate, heavily set in forward end.

To be removed, faired and replaced 21'-0" x 6'-3" x 5/8".

5th. strake below sheer No.12 plate indented.

To be faired in place.

5th. strake below sheer No.13 plate, set in.

To be removed, faired and replaced 21'-0" x 6'-3" x 5/8".

5th. strake below sheer No.14 plate, heavily set in forward end.

To be renewed 21'-0" x 6'-3" x 5/8".

6th. strake below sheer No.14 plate, set in at upper landing.

To be removed, faired and replaced 21'-0" x 6'-3" x 5/8".

Shelter Deck (starboard side).

1st. stringer plate abaft midship house buckled.

To be renewed.

1st. strake inboard, plates set down at butt.

Butt strap to be renewed. Plates to be faired in place.

2nd. strake inboard, one indent.

To be faired in place.

Main Deck (starboard side).

1st. stringer plate abaft

To be renewed.

E.R. bulkhead badly buckled.

2nd. stringer plate abaft

To be renewed.

E.R. bulkhead heavily set down.

1st. strake inboard, one plate buckled.

To be removed, faired and replaced.

1st. strake inboard, one plate heavily buckled.

To be renewed.

2nd. strake inboard, one plate buckled.

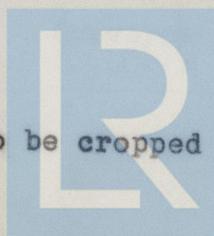
To be removed, faired and replaced.

Internals in Way.

Shelter Deck & Shelter Deck Space.

One beam buckled.

To be cropped and part renewed.



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B. "KENILWORTH".

15th. May, 1947.

FOUND.

RECOMMENDED.

- (45) Eleven beam knees sprung and/or buckled.
- (46) Six shelter deck frames buckled.

- To be removed, faired and replaced.
- To be renewed.

Main Deck - Hold.

- (47) Three deck beams buckled heavily.
- (48) Two frames buckled.
- (49) Seven frames buckled.
- (50) Nine tank margin brackets buckled.
- (51) Wing plate, after E.R. bulkhead buckled.
- (52) Approximately 24 ft. waterway angle buckled and fractured.
- (53) Six shell connecting angles buckled.

- To be cropped and part renewed.
- To be renewed.
- To be removed, faired and replaced.
- To be renewed.
- To be renewed.
- To be renewed.
- To be renewed.

It was further recommended that the water tank in shelter deck space be removed prior to and replaced on completion of repairs, that all new and disturbed work be satisfactorily hose tested and that all new and disturbed work be painted two coats approved quality and colour.

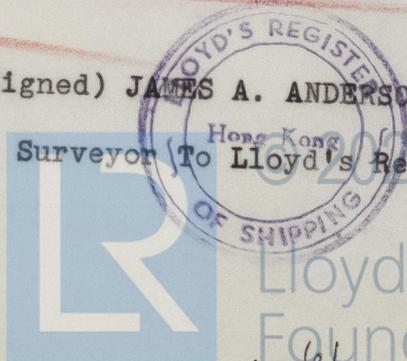
It was still further recommended that vessel be dry docked for complete examination of shell and in order to effect the underwater repairs.

Messrs. Hongkong & Whampoa Dock Co., Ltd., estimated, in August, 1946, that repairs would approximate Hong Kong Dollars Two Hundred and Forty Five thousand including the necessary dry dock hire.

The Owners rejected this estimate and vessel has been laid up pending a decision as to repairs.

(Signed) JAMES A. ANDERSON.

Surveyor To Lloyd's Register.



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