

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 22nd. May 1947 When handed in at Local Office 23rd. May 1947. Port of Hong Kong.

No. in Reg. Book Survey held at Hong Kong Date, First Survey 25th. June Last Survey 28th. Oct. 1946.

27309 on the Wood Iron or Steel S.S. "KENILWORTH" TIENTSIN (No. of Visits 5)

TONNAGE: 796 Built at Stockton By whom Richardson, Duck & Co. Ltd. When 1918 3

GROSS 5457 Owners Foreign Investments Ltd. Owners' Address

UNDER DK. 5096 Managers (if not already recorded in Appendix to Register Book)

T 3288 Port belonging to Hong Kong.

Surveyed Afloat or in Dry Dock? Afloat Name of Dock At Anchor Destined Voyage

Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Total capacity tons. FPT tons; APT tons; MT tons. } Only alterations in the existing records of tanks should be inserted.

N.B.—All Alterations in the existing records should be underlined.

Last Report, No. 4812 Port NSW-

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case).

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

See special damage report Was a damage report made by anyone else? If so, by whom?

PAIRS, OR EXAMINATION AS PER RULE, FOR Preliminary Examination and Damage.

In view of the condition of this vessel (indicated by the reports and correspondence between 13th. October, 1942 and 1st. February, 1946). Owner's requested that a preliminary examination should be held with a view to obtaining the approximate cost of necessary repairs. Owner would not state whether a Special Survey or General Examination was required and the vessel was not cleared and cleaned for survey.

Under these circumstances, and as it was early established that repair costs would be considerable, (costs were very high at the time survey was made) the defects noted do not cover the full requirements. On 18th. July, 1946, prior to survey being completed, vessel sustained considerable damage due to collision during a typhoon. Complete examination could not be made without dry docking vessel and Owner's vacillation in regard to dry docking is responsible for the delay in

MARY OF DAMAGE REPAIRS:—	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items:—
Renewed								
Removed and Faird or Repaired								
Faird or Repaired in place								

SENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
ing of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	(State if on Felt)
ings	Cement or Asphalt	Oil Bunkers	When fitted: Month Year
s & Fastenings	Rudder	Scuppers	Boats
ie Plating	Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c.
„ In way of sidelights	Windlass	Hatches	Condition, how ascertained
ie Frames	Have pumps been examined and found efficient?	Planking	(State if wedges removed)
udinals	Have Sluice Valves been examined and found efficient?	Caulking	Equipment letter
erses	Have Watertight Doors been examined and found efficient?	Treenails	Anchors, No. of
ns	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Cables (State if now ranged)
rs	Air and Sounding Pipes	Transoms, Pointers & Crutches	„ length mean diamr.
Bottom Plating	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	(on board)
ie Tanks been examined Internally?		„ „ at other places	„ Rule length size
ie Tanks been tested?		Stringers, Clamps & Shelves	Chain Locker
		Salting (State if examined)	Hawser & Warps
			Standing and Running Rigging
			Sails

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent on this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,33," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

is vessel, so far as now seen, requires considerable repairs and, while eligible to be retained class without fresh record of survey should have the notation of laid up pending repairs in the Register Book. "Repairs to 2nd. deck in way of No.1 hatchway, tank top plating in holds and tunnel plated stem and stem plating (port and starboard) indented shell, main and shelter deck plating etc (starboard side amidships) prior to vessel leaving port." "Vessel to be examined in dry dock for possible damage."

Fee (per Section 29)	\$250.00	Fees applied for,	21/5/ 19 47.
Damage or Repair Fee (if any) (per Sec. 29)	\$250.00	Received by me,	19
Travelling Expenses (if chargeable)			
Second Surveyor's Fee (if any)			

Committee's Minute

Character Assigned

Cable HKg

Expunge class with Black line

Lloyd's Register Foundation

Continuation of Report No. 9078 dated 22nd. May, 1947. on the

Preliminary Examination.

Main Deck. Wastage mainly on inner strakes. Approximately 4 stringer and 20 deck plates found thin.
The sagging of deck plating, beams and hatch coamings at No.1 hatch was noted.

Double Bottom Tank Tops. Generally thin and/or buckled so far as seen. Roughly 90 tank top plates will require renewal at special survey. Considerable wastage was evident on tank margin and bulkhead stiffener brackets.

Tunnel Plating. Heavily buckled in way of hatches and several plates thin on tunnel top at after recess.

Damage due to collision with S.S. "PRONTO"

The following plates (numbered from forward) indented and/or buckled and recommended to be dealt with as stated.
For further details please see special damage report.

Port. Sheer strake No.3 to be faired in place.
1st. strake below sheer No.3 to be faired in place.
2nd. strake below sheer No.2 to be faired in place.
2nd. strake below sheer No.3 to be faired in place.
3rd. strake below sheer No.1 to be renewed.
3rd. strake below sheer No.2 to be removed, faired and replaced.
3rd. strake below sheer No.3 to be faired in place.
4th. strake below sheer No.1 to be removed, faired and replaced.
4th. strake below sheer No.2 to be faired in place.
5th. strake below sheer No.1 plate & doubler to be released, faired
in place and riveted.
6th. strake below sheer No.1 to be removed, faired and replaced.

Starboard. Sheer strake & 1st. below sheer to be faired in place.
Sheer strake No.14 to be removed, faired and replaced.
1st. strake below sheer No.14 to be renewed.
1st. strake below sheer No.15 to be faired in place.
2nd. strake below sheer No.11 to be faired in place.
2nd. strake below sheer No.12 to be faired in place.
2nd. strake below sheer No.13 to be renewed.
3rd. strake below sheer No.1 to be renewed.
3rd. strake below sheer No.2 to be renewed.
3rd. strake below sheer No.3 to be faired in place.
3rd. strake below sheer No.13 to be renewed.
3rd. strake below sheer No.14 to be faired in place.

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

ANCHORS

[illegible]

* When a bower anchor is supplied, it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES

[illegible]

4th. strake below sheer No.1 to be renewed.
4th. strake below sheer No.2 to be cropped abaft defect & part renewed.
4th. strake below sheer No.12 to be faired in place.
4th. strake below sheer No.13 to be renewed.
4th. strake below sheer No.14 to be removed, faired and replaced.
5th. strake below sheer No.1 plate & doubler to be removed, faired and replaced.
5th. strake below sheer No.12 to be faired in place.
5th. strake below sheer No.13 to be removed, faired & replaced.
5th. strake below sheer No.14 to be renewed.
6th. strake below sheer No.1 to be removed, faired & replaced.
6th. strake below sheer No.14 to be removed, faired & replaced.

Shelter Deck (starboard side).

1st. stringer plate abaft midship house to be renewed.
1st. strake inboard, plates to be faired in place. Butt strap to be renewed.
2nd. strake inboard, to be faired in place.

(Continued on sheet No.2)

S. S. "KENILWORTH"

Main Deck (starboard side).

1st. stringer plate abaft E.R. bulkhead to be renewed.
2nd. stringer plate abaft E.R. bulkhead to be renewed.
1st. strake inboard, one plate to be removed, faired & replaced.
1st. strake inboard, one plate to be renewed.
2nd. strake inboard, one plate to be removed, faired & replaced.

Shelter Deck & Shelter Deck space Internals.

One beam to be cropped & part renewed.
Eleven beam knees to be removed, faired and replaced.
Six shelter deck frames to be renewed.

SIX Shorter Deck
Main Deck & Hold Internals.

Three deck beams to be cropped and part renewed.
Two frames to be renewed.
Seven frames to be removed, faired & replaced.
Nine tank margin brackets to be renewed.
Wing plate, after E.R. bulkhead, to be renewed.
Approximately 24 ft. waterway angle, to be renewed.
Six shell connecting angles to be renewed.

Stem Bar.

Approximately 28 ft. buckled - 10 ft. to be renewed. 18 ft. to be removed, faired and replaced.

neckless, state Mechanical Tests

1. B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Special General Committee
Tuesday, 2nd October, 1941

blowing bottles
decided confirmed

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Lloyd's Register
Foundation

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