

Ship's Name SS/XX "LORD KELVIN"

Gross tons 2641

Is there a rpt. 9? Yes

Port Halifax, N.S.

Rpt. No. 8389

No. of visits 12

First date 30/12/63

Last date 19/2/64

Interim Cert. issued & copy herewith? Yes

Damage rpt. issued & copy herewith? No

Last rpt. (H.Q. only)

Date of completing rpt. 20/2/64

Surveyed at, if different from Port above

Surveyed afloat and/or in D.D. Both

Last date of examination in D.D. 6/2/64

Has a Load Line Survey been held? Yes

Freeboard Marks verified Yes

State which additional Rpt. 8 is attached: ~~XXXX~~ (PS); ~~XXXXXXXXXXXX~~

| | | |
|---------------------|--------------------|-----------------|
| Survey fees | Damage fee \$60.00 | Expenses \$5.00 |
| Docking - \$ 40.00 | | \$5.00 |
| G. Exam. - \$250.00 | | \$10.00 |
| Repairs - \$150.00 | | \$ 5.00 |
| | | S.A. fee |

I have surveyed the above ship in accordance with the Rules for General Examination for postponement of Hull Special Survey "D" and for permanent repairs on account of Damage stated to have been sustained on 23/12/63 when the Vessel's starboard quarter was struck by the Halifax Harbour Ferry "Halifax II" as the "LORD KELVIN" lay moored at her berth in Halifax Harbour.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

Damage Repairs Now Done:- Please refer to Halifax Report No 8352.

Starboard Side, shell plates counted from after end.

Poop deck shell plate J1 (first above main sheer) cropped and part renewed at forward end. Shell plate J2 cropped and part renewed at after end.

All renewed by one plate with welded butts about 14 feet long.

Lower seam of K1 faired in place.

Internally 3 cant frames renewed and 2 frames c & b cropped and part renewed.

On completion of repairs the shell in way of repairs was hose tested and proved tight.

Now Done for General Examination for Postponement of Special Survey "D" due 2/64 :-

Please refer to letter of approval from London dated 16/12/63, Ref. NH/CB.

Examined internally Forepeak.

Examined internally No 1 Single double bottom W.B. tank.

Examined internally No 2 double bottom hydropne tank.

(Continued - P.T.O.....)

I recommend that this ship remain as classed with ~~XXXXX~~ fresh record of dry docking 2/64 and to be without the special condition regarding the starboard side poop superstructure plating being specially examined and dealt with as necessary at the next drydocking and that the Special Survey "D" (due 2/64) be postponed until 2/65.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

THURSDAY 5 MAR 1964

Minute

DS 2.64 without spl cond (h x m)
MBS 2.64 SPS 2.64

(Postponement of SS until 2.65 approved)

L.M. Mathers
Surveyor to Lloyd's Register of Shipping

(L.M. MATHERS)

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

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014287-014299-0273

action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

ack & units H&K (h) PS

D

Examined Lower hold and tween deck spaces.

Examined internally N° 3 fresh water combined double bottom & semi deep tanks P & S (aft of E.R.).

Examined internally after peak tank.

Examined weather decks, structure below boilers, machinery spaces & all closing appliances and general equipment.

Steam steering gear and windlass generally examined.

The following repairs were carried out at this time on account of corrosion.

All shell frames in after peak tank renewed from floors to above tank top (10 frames port and 10 frames starboard). Webs, brackets etc. renewed as required.

All tank top plating renewed from frame 0 to frame 14 in Stewards accommodations.

In Steward's accommodations frames 14, 15 and 16 port and starboard renewed between main and upper deck.

Local doubling plates fitted over corroded area of shell plating between frames 11/12, 12/13 and 13/14 port side and 13/14 starboard side.

On completion of repairs the after peak tank was tested with water to Rule Requirements and proved tight. Repairs clear of tanks were hose tested and proved tight.

The general examination of the steelwork in tanks, holds etc. and the bottom & side shell now made together with the extensive repairs carried out at this time to the afterpeak structure indicates that the Vessel is in satisfactory condition and it is accordingly recommended that the Special Survey be postponed until February 1965 as requested by the Owners.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations in existing particulars in the Register Book should also be reported above.

| SUMMARY OF DAMAGE REPAIRS | SHELL PLATES | FRAMES | DECK PLATES | BEAMS | OTHER ITEMS |
|--------------------------------|--------------|------------|-------------|-------|-------------|
| Renewed | 2 Part | 3 & 2 Part | | | |
| Removed and faired or replaced | | | | | |
| Faired or repaired in place | | | | | |



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| <u>Examined & condition</u> | <u>Examined & condition</u> |
|---|---|
| In dry dock from 15/1/64 | * Hatchways Good ✓ |
| " " " to 6/2/64 | * Ventilators Good ✓ |
| Shell plating Good | * Air & sounding pipes Good |
| Sternframe Good | Doublers under sounding pipes - |
| Rudder Good | Steering arrangements (main) Good ✓ |
| Was rudder lifted? No | " " (aux) - ✓ |
| Plating, etc. in way of shell openings Good | Windlass Good ✓ |
| Side scuttles & deadlights Good | Masts & rigging Good |
| Overbd. scuppers & discharges Good | Hand pumps & suction - |
| Hold Good | W.T. doors Good ✓ |
| F.P. spaces Good ✓ | Bulwarks, freeing ports, etc. Good |
| Chain locker - | Summer freeboard as verified 3'-0" ✓ |
| A.P. spaces Good after Repairs. ✓ | <u>EQUIPMENT:</u> |
| Engine space Good ✓ | Equipment letter t ✓ |
| Boiler space Good ✓ | Anchors: No. on board 3B ✓ |
| Under E. & B. Good ✓ | State if ranged Yes ✓ |
| Coal bunker - | Length on board 240 FMS. ✓ |
| Tunnel & well Good | Cables { Mean dias. range from 1 3/4" ✓ to 1 7/8" ✓ |
| Cement, asphalt, etc., on btm. shell - | Rule length 240 FMS. Dia. 1 7/8" ✓ |
| Weather decks Good ✓ | Mooring ropes (✓) |
| * Casings Good ✓ | |
| * Deckhouses Good | Other items: |
| * Superstructures Good | |
| * Skylights Good | |
| * Companionways Good | |

| EXAMINED & CONDITION | | TANKS | TESTED & CONDITION | |
|----------------------|-----------------------|-----------------|--------------------|-----------------------|
| XXXX | XXXXXXXXXX | | XXXX | XXXXXXXXXX |
| | Yes ✓ | F.P. Tank | | |
| | Good after Repairs. ✓ | A.P. Tank | Yes | |
| | | Deep Tank No. 1 | | |
| | | " " No. 2 | | |

For other tanks see overleaf

* These items to include their closing appliances

Where a part Special Survey and, say, dry docking Survey are held at the same time, the items for SS should be marked "For SS".

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L.M. Mathers
 Surveyor to Lloyd's Register of Shipping
 (L.M. MATHERS)

Foundation 0273 2/2

EXAMINED & CONDITION

TESTED & CONDITION

| EXAMINED & CONDITION | | | | TANKS | TESTED & CONDITION | | | |
|----------------------|------------|-------------|-----------|--|--------------------|------------|-------------|-------------------|
| Port | Port Ctre. | Stbd. Ctre. | Starboard | | Port | Port Ctre. | Stbd. Ctre. | Starboard |
| | | | | No. 1 Cargo tank | | | | |
| | | | | " 2 " " | | | | |
| | | | | " 3 " " | | | | |
| | | | | " 4 " " | | | | |
| | | | | " 5 " " | | | | |
| | | | | " 6 " " | | | | |
| | | | | " 7 " " | | | | |
| | | | | " 8 " " | | | | |
| | | | | " 9 " " | | | | |
| | | | | " 10 " " | | | | |
| | | | | " 11 " " | | | | |
| | | | | " 12 " " | | | | |
| | | | | Pump room forward | | | | |
| | | | | " " amidships | | | | |
| | | | | " " aft | | | | |
| | | | | Cofferdams | | | | |
| | | | | Structure around cargo suction pipe strums | | | | |
| | | | | O.F. bunkers | | | | |
| | | | | Settling tanks | | | | |
| | | yes | | D.B. tanks No 1 | | | | |
| | | yes | | 2 | | | | |
| | | yes | | 3 | | | | |
| | | | | | | | | (Combined D.T.) |
| | | | | D.B. cofferdams | | | | |
| | | | | Other items | | | | |
| | | yes | | Lower hold | | | | |
| | | yes | | trunk dk | | | | |



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