

COPY FOR LONDON

No. [redacted]

Confirmation 5711

DEC 1942

46378
26253

3386
2718
1879

65430

July 31st 42 MONTREAL, P.Q. T.S. M/V "KAAPAREN"
 July 31st 42. MONTREAL, P.Q. Gotaverkea A/B
 May 7th 6 May 27th 42
 1930 -
 Gothenburg
 Rederiktieb Transatlantic
 2 G. Carlsson
 Afloat & Drydock
 Canda. Vickers Ltd.
 Gotheburg

gls.

100 A.1 LMC GS 2,42
 with freeboard 6,40
 4,42 * LLOYD'S
 ss. Got. No. 3-5, 33 RMC 2,42
 ss. Got. No. 1-37 for temp. 31° F
 TS 4.47 CL

"GENERAL EXAMINATION" and collision damage sustained on April 27th 1942, whilst in convey enroute from Glasgow to Montreal.

Vessel examined whilst lying afloat at Shed 13, Montreal Harbour and in drydock at Messrs. Canadian Vickers Ltd., Montreal.

General Examination:- Holds, tween decks, engine and boiler spaces cleared for examination. Decks, casings, hatchways, hatches, beams, tarpaulins, cleats, end fastenings, vent coamings and covers, cargo battens, air and sounding pipes, windlass, steering gear, engines, pumps, watertight doors, scuppers, skylights, boats, masts, and general equipment examined and all found or placed in good condition.

Repairs now done:- Port & Stbd. Sides

Forefoot plate Port and Stbd. removed and replaced for refitting of stem bar.

12	2 part	-	-	-	-	-	-
4	part renewed.	-	-	-	-	2	-
6	5	-	-	3	-	-	-
Good	Good	Good	Good	Good	Good	Good	Good
Good	Good	Good	Good	Good	Good	Good	Good from dk.
Good	Good	Good	Good	Good	Good	Good	From deck
Good	Good	Good	Good	Good	Good	Good	Good
-	-	-	-	-	-	-	3B.1S. (see SRL)
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
Good	Good	Good	Good	Good	Good	Good	Good
Good	Good	Good	Good	Good	Good	Good	Good
No	No	No	No	No	No	No	No
No	No	No	No	No	No	No	No

This vessel is in good condition, eligible in my opinion to remain as classed with Fresh Record of Survey 5,42 and EXAMINED 5,42.

General Ex. # 300.00 June 16/42
 60.00
 Exps. 12.50 July 15/42
 TUE 22 DEC 1942
 100 A.1 subject
 With ph subject
 examined 5,42

SURVEYOR TO LLOYD'S REGISTER.



W183-0062 1/2

Repairs now done (cont'd):

- "E" Strake Plates No. 1 where buckled and torn cropped and partly renewed at 5th frame from stem.
- "F" Strake Plates No. 1 where buckled and torn renewed.
- "G" Strake Plates No. 1 where buckled and torn renewed.
- "H" Strake Plates No. 1 where buckled and torn cropped at fore peak blkd. and partly renewed.
- "J" Strake Plates No. 1 and doubler where buckled renewed.
- "K" Strake Plates No. 1 and doubler where buckled and torn renewed.
- "L" Strake Plates No. 1 and doubler where buckled and torn renewed.
- "L" Strake Plates No. 2 where buckled at landing faired in place.
- Stem bar cropped at 6' mark, faired, welded and refitted.

Forecastle Head

- Forecastle deck centre plat forward end cropped and partly renewed at second deck beam.
- Two wing plates alongside above faired in place.
- Stringer plate in way of above cropped and part renewed.
- Port hawse pipe removed and renewed.
- Stbd. hawse pipe removed, repaired and replaced.
- Port fairlead renewed.
- Fore peak air pipe renewed.
- Ventilator and tube to forepeak renewed.
- 4 bent gooseneck vents removed, repaired and replaced.
- Forecastle anchor davit faired and refitted in place.

- Port and starboard fairlead bracket renewed.
- Two bulwark stanchions in way of damage renewed.
- Port mooring pipe renewed.

Internals in way of Bow Damage

Stbd. Side

- Three frames faired in place.
- One frame cropped and partly renewed.

J.P. Van

Repairs now done:- (cont'd).

Internals in way of Bow Damage

Port Side

- Two frames faired in place.
- One frame cropped and partly renewed.
- Main and tween deck flat cropped and renewed as required.
- Forepeak tank top cropped and renewed as required.

Starboard anchor to be renewed

Stbd. Quarter

- Main sheer strake plates No. 10 and 11 cropped and partly renewed with 1 plate.
- Main sheer strake plate No. 12 heated and faired in place.
- One strake below main sheer in way of above faired in place.
- Deck plate and margin bar in way of above cropped, faired and rewelded. Deck bar removed and renewed.
- Three frames, deck beams, and beam brackets faired in place.
- Two rigging pads removed and replaced.
- Approximately 25' of guard rail faired in place.
- Two goose neck vent pipes refitted.
- Life raft and equipment examined and put in working order.
- Approx. 30' of guard rail on top of main mast accommodation faired and/or renewed as required.
- Butts welded on plates.
- All new and disturbed work painted as before.
- Fore peak suction pipe partly renewed.
- No. 3 double bottom tank suction pipe partly renewed.

Fore Peak Tank tested as required by the Rules and new and disturbed shell plating hose tested and proven tight.

S.R.L.:-

"A" brackets (P & S) specially examined in way of welding and found in good order.

A spare bower anchor was found secured to deck fwd. of foremast with marks as follows:-

N 10319

46420K

45700K

107431

N.V. M.M.

No information could be obtained as to when and where this anchor was supplied and no certificate was available.

Onlv

J.P. Van

