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Lloyd's Register of Shipping.

1 DEC 1942



Port MONTREAL, P.Q.

..... May 30th, 1942.

This is to Certify that

..... **A.R. RIDDELL & I.J. TAIT**

the undersigned Surveyor to this Society did at the request of

the Owners' representative attend on board the M.S. "KAAPAREN", 3586 tons gross register of Gothenburg, for the purpose of ascertaining the nature and extent of damage stated to have been sustained by collision with the SS "EXPLORER", on April 27th, 1942, whilst in convoy enroute from Glasgow to Montreal.

For further particulars see official log books and protest.

On examination of the vessel whilst lying afloat at Shed 13, Montreal Harbour and in Messrs. Canadian Vickers Ltd., Floating Dock, on May 8th, 1942 and subsequently the undersigned Surveyors FOUND:-

FOUND

RECOMMENDED

Port & Stbd. Sides

Forefoot plates

Two plates to be renewed in order to remove stem bar for fairing-after stem bar fitted, to be replaced.

"E" Strake Plates No.1 badly buckled and torn.

To be cropped and partly renewed at 6th frame from stem.

"F" Strake Plates No.1 badly buckled and torn.

To be renewed.

"G" Strake Plates No.1 badly buckled and torn.

To be renewed.

"H" Strake Plates No.1 badly buckled and torn.

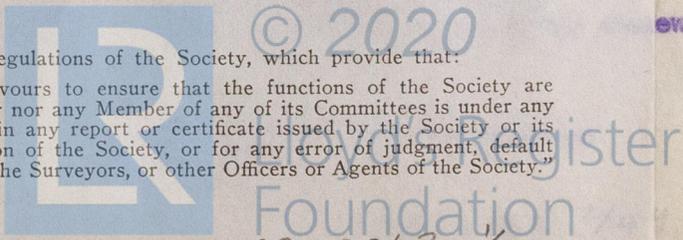
To be cropped at fore peak bulkhead and partly renewed.

"J" Strake Plates No.1 badly buckled. 1 & doubler badly buckled.

To be renewed.

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."



W183-0063 1/4
W183-0065

J. J. Davis

M.S. "KAAPAREN"

Page - 2 -

FOUNDRECOMMENDEDPort & Stbd. Sides (cont'd)

"K" Strake Plates No.1 & doubler badly buckled and torn.	To be renewed.
"L" Strake Plates No.1 & doubler badly buckled and torn.	To be renewed.
"L" Strake Plates No.2 slightly buckled at landing.	To be faired in place.
Stem bar badly distorted.	To be cropped at 6' mark, faired welded and refitted.

Forecastle Head

Forecastle Deck Centre Plate-forward and badly buckled.	Crop and partly renew at second deck beam.
Two wing plates alongside above buckled.	To be faired in place.
Stringer angles in way of above set up.	To be cropped and part renewed.
Port hawse pipe Badly fractured and broken.	To be removed and renewed.
Stbd. hawse pipe, slight fracture on flange.	To be removed, repaired & replaced.
Port fairlead broken in half.	To be renewed.
Fore peak air pipe carried away.	To be renewed.
Ventilator and tube to forepeak carried away.	To be renewed.
4 Gooseneck vents bent. Forecastle anchor davit bent.	To be removed, repaired & replaced. To be faired and refitted in place.
Port and starboard fairlead bracket badly buckled.	To be renewed (in order to renew stbd. bracket, fairlead to be removed and replaced).
Two bulwark stanchions in way of damage fractured and buckled.	To renew.
Port mooring pipe fractured in two.	To be renewed.

Internals in way of Bow DamageStarboard Side

Three frames set in,	To be faired in place.
One frame broken.	To be cropped and partly renewed.

Port Side

Two frames set in	To be faired in place.
One frame buckled and fractured.	To be cropped and partly renewed.

Main deck flat)
Tween deck " Set up
Forepeak tank top)

To be cropped and renewed as required.

W183-0063 2/4

W183-0065

H.C.C.

S/V "KAAPAREN" (cont'd)

Page - 3 -

FOUNDInternals in way of Bow DamagePort Side (cont'd)

Stbd. anchor, small piece of metal off lower part of fluke. anchor to be renewed at Owners' convenience.

Note:- This anchor is usable and a spare anchor is on board
Weight of Anchor - 200 Kiles.

Stbd. Quarter

Main sheer strake plates No. 10 and 11, set in sharply.	Crop and partly renew with one plate.
Main Sheer strake plate No. 12 set in.	To be heated and faired in place.
One strake below main sheer in way of above set in.	To be faired in place.
Deck plate and margin bar in way of above damage, set in.	To be cropped, faired and rewelded.
Deck bar set in.	To be removed and renewed.
Three frames, deck beams and beam brackets in way of above set in.	To be faired in place.
Two rigging pads in way of repairs.	To be removed and replaced to carry out repairs.
Approx. 25' of Guard Rail bent.	To be faired in place.
Two goose neck vent pipes knocked off piping.	To be refitted.
Life raft and equipment set back on after accommodation house.	To be examined and put in working order.
Approx. 30' of guard rail on top of main mast accommodation badly broken and bent.	To be faired and/or renewed as required.
On plates which are cropped, butts to be welded.	
In order to effect repairs, DeGaussing Cable will have to be removed and replaced in conjunction with Naval Authorities.	
All new and disturbed work to be painted as before.	
Fore Peak suction pipe broken	To be partly renewed.
No.3 Double Bottom Tank suction pipe broken.	To be partly renewed.

Upon completion of repairs the Fore Peak Tank was tested as required by the Rules and new and disturbed shell plating hose tested and proven tight.



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Lloyd's Register
Foundation

W183-0063 3/4

W183-0065

M.S. "KAAPAREN" (cont'd)

Page - 4 -

The foregoing recommendations, made with a view to placing the vessel in the same good and efficient condition as before the accident in question, have now been completed to our satisfaction.

Whiddell & J. J. Yau

SURVEYORS TO LLOYD'S REGISTER.



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W183-0063 4/4