

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 10 Feb 1923 When handed in at Local Office 19 Port of Rotterdam

No. in Survey held at Rotterdam Date, First Survey 22 Dec 1922 Last Survey 9 Feb 1923
Reg. Book. 64311 on the Wood, Iron or Steel 5 1/2" KINGHORN Master

TONNAGE:— Built at Kinghorn By whom Kinghorn S.B.C. When 1921 5

GROSS 6505 Owners L. Christiansen/Mor/ Port belonging to Bergen

UNDER DK. 456 Owners' Address Bergen

NET 2990 (if not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? both Name of Dock Wiltons Dock Destined Voyage not decided

WB=CelDBoRDBa 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 feet tons.

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

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 3362 Port Blt.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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. H.M.S. 1-1-23

In 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? Yes not required Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Survey of damage repairs

The vessel is reported to have struck a submerged object on the 15th of November 1922 on her voyage from New York to Baltimore;grounded in the Channel Hamton Road (Lamberts Point Norfolk) on the 1st of December 1922sustained damage through heavy weather from the 4th till the 10th of December 1922 on her voyage from Baltimore to Rotterdamand sustained damage through collision with the S.S. Misty Law (ex Lunderdyk) on the river Haas on the 28th of December 1922—

Please see continuation sheet.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	0			3	3	1		upper part stern frame
Removed and Faird or Repaired	3	4						
Faird or Repaired in place	2							

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	yes	not end	(State if on Felt.)
Caulking of Decks	yes	good	When put on, Month Year
Waterways	good		Boats
Coamings			Masts, Yards, &c.
Beams & Fastenings as far as end			Condition, how ascertained
Outside Plating			(State if wedges removed) no
Caulking of ditto			Sails
Rivets			Equipment letter AT
Breasthooks & Crutches			Anchors, No. of Complete
Transoms			Cables (State if now ranged) no
Frames			length size
Reverse Frames			Rule length size
Floors			Hawser & Warps sufficient
Keelsons			Standing & Running Rigging good
Stringers			
Inner Bottom Plating			

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 upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptnd15, &c."

The vessel is now in a good and efficient condition and eligible

in our opinion to be continued as classed with fresh record of

Survey 2-23—

Survey Fee (per Section 25) £ : : Fees applied for, 9/12 1923

Special Damage or Repair Fee (if any) £ 400.00 : : Received by me, 9/12 1923

Travelling Expenses (if chargeable) £ 6.00 : : Surveyor to Lloyd's Register of Shipping.

Second Surveyor's Fee (if any) £ : : Committee's Minute FRI. 23 FEB. 1923

Character Assigned 10001

HULL CERTIFICATE WRITTEN. Shell dk with fhd.



© 2019

Lloyd's Register Foundation

W482-04814

S. S. KINGHORN

Grounding damage.

The vessel has been placed in dry dock Bottom and rudder cleaned, examined, and found top part of Cast steel stern-frame fractured. A new top part of Stern frame (Cast steel and marked LLOYDS, 1-4-20, 2103, II 8402) supplied and fitted. In connection with this repairs. Lower part of Stern-

frame removed, and after ^{wards} new part of Stern frame fitted together. Stern frame replaced in good order. On Starboard

and E strake plate N°1 removed and replaced

C. II. and E strake plate N°1 renewed -

Side: A strake plate N°1 removed and replaced

C. II and E strake plate N°1 renewed -

Three deep floors and 4 frames removed and replaced

Rudder trunk taken out, and refitted with one new plate

ransom plate and six angle bars removed and replaced

Rudder unstopped. Quadrant lifted and taken off, for which

re deck plate and three deck beams removed. After repairs

rudder replaced in good order, quadrant refitted and

connected up, afterward steam steering gear tested under

steam and found in good working condition

Deck plate and three deck beams replaced and renewed -

After peak tested after repairs and found sound and tight.

All broken and disturbed cement renewed, and new and

repaired work painted as required -

Heavy weather damage.

Startled rivets in shell angle of tunnel recess renewed, and new

angle's fitted, and four connection angle's to after peak bulk-

head renewed - Startled rivets in 13 angle bars in deep tank

and 8 angles on brackets in bunker renewed, and new angle's

fitted.

^{Bottom.} All double tanks examined internally in way of connection of

Floors to shell at side; and a number of shell rivets

in way of connection floors to shell at sides in all double bottom

tank Starboard and Port side renewed, and several rivets

in shell above tank top in all holds renewed S.B. & P.S.

and seams and edges recaulked. Several rivets renewed

in frame brackets to tank top, and some ~~new~~ connection

angles to tank top renewed. Deep tank end internally and

several startled rivets renewed in deep tank top, in bulk head

between deep tank and engine room; and in tunnel in way of

deep tank; and seams recaulked

In the Engine room tank on Port side, the box for the

inlet valve's renewed and angle's renewed -

Please see continuation sheet.

© 2019

Lloyd's Register
Foundation

S. S. KINGHORN

All double bottom tanks, and deep tank tested after repairs and found sound and tight.

All broken and disturbed cement renewed and repaired work painted or cement washed as required.

Bottom and rudder now in a good condition and recoated on fore deck under the fore castle, steam pipe covering plate refastened, and hinges on door to carpenters shop renewed.

Saloon house midships wood deck on top caulked and repayed and the panelling in the saloon to deck planks partly renewed and painted.

The hatch down to the provision room repaired, In the after side of the saloon, 3 steel doors fitted in good order, and

hinge covering plate at entrance door fastened to deck Deck houses at engine casing: The hospital cleaned out and

all wood work repaired or renewed where required, and after repairs painted The boat deck on top of the houses

caulked and repayed, Broken planks on both sides renewed and the old planks refastened where set up, Broken

wooden moulding renewed, and one holding down eye bolt

for port life boat renewed, 16 new Hatch batten cleats supplied and fitted to hatch above stove hold grating.

The clip of accommodation ladder renewed, Painting in stb.

foreward repaired and one length of roof renewed.

Some deck planks of bridge deck renewed - and deck recaulked and repayed where required.

Poof. Wood deck caulked and repayed, and davits overhauled three awning stanchions faired, and three wooden awning-

brackets renewed, The Stern light renewed and replaced in good order, and open rail and stanchion faired in place

Deck house on poof, Wood deck on top caulked and repayed

steel wood doors for main entrance renewed, and six wood doors renewed

The whole crew spaces, with cabins, messrooms, W.C.s

washrooms etc in deck house and poof aft taken a drift and rebuilt with necessary renewals as it was before

Bent steel bulk heads faired, the Closil on deck renewed and properly fastened, Painting, electric light, steam heating

bunks inventory etc. are all made in good order

Electric light has been overhauled all over the ship and

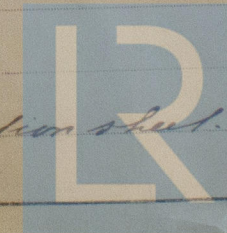
broken and damaged cables and wires, lamps, etc. renewed

and made good. All broken glasses of the side lights

renewed and leaking side lights repacked.

Wooden flooring in tunnel repaired.

Please see continuation sheet.



© 2019

Lloyd's Register
Foundation

Rotterdam 3rd Continuation of Report No. 12736 dated 10 February on the

S.S. KINGHORN.

Collision damage - Portside

stroke plate N^o 14 and 15 faired in place

Shelterdeck stringer plate removed faired and replaced

stringer angle in way of same removed faired and replaced

H. P. Jonker