

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor..... 20 MAR 1948

VESSEL'S NAME "KERVEGAN" Rpt. NFL No. 1948

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

(The class is subject to 30 fathoms of chain cable being supplied).

The 2nd S.S. No. 1 became due 4.40, and a postponement until the end of 3.41 was agreed to.

It has been agreed to accept two lengths of chain cable tested by the Bureau Veritas, subject to verification.

The bunker casing and stiffeners (p & s) and the tunnel plating (reduced in thickness) require to be further examined, scaled and dealt with as necessary at the first available opportunity.

Slightly indented forward bottom plating (p & s) requires to be dealt with at the Owners' convenience.

Some indented shell plating, deck, bulwarks etc. (s.s) abreast No. 3 hatchway require to be permanently repaired at the first convenient opportunity; the temporary repairs and the weather deck to be examined on vessel's return to the U.K.

The ST. JOHN'S NFL Surveyor now reports the vessel examined afloat and on account of damage during heavy weather, water found in holds. Repairs have been effected to ceiling and broken suction and air pipes, and to margin connections etc. and the pumping arrangements cleared.

A fractured margin plate in Engine Room (s.s) has been temporarily repaired. (1)

Temporary repairs (cement) have been effected in way of started shell rivets in No. 4 hold. (2)

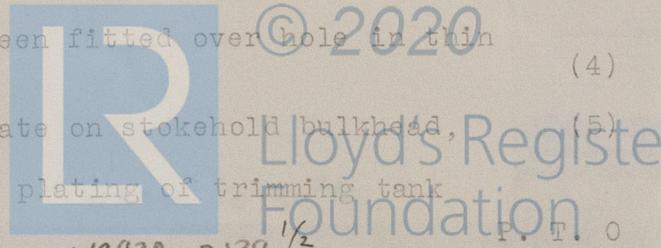
On account of damage through collision, 2 shell plates on port quarter found buckled and fractured, deck stringer and angle buckled and deck fittings damaged, and on starboard quarter 2 shell plates and poop bulkhead buckled.

As a temporary measure, some broken rivets renewed etc. and the 2 fractured plates on port quarter repaired by E.W. (3)

A welded patch has been fitted over hole in thin shell plate in No. 1 hold, (4)

over hole in thin plate on stokehold bulkhead, (5)

and over hole in top plating of trimming tank



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"KERVEGAN"

in Bridge space (s.s).

(6)

The Surveyor recommends further examination on arrival in the United Kingdom.

It is submitted action be deferred accordingly.

[Handwritten signature]
18-3-41.

Insert in S.R.L:-

Examination on arrival in U.K.

[Handwritten initials]

The Surveyor should be reminded that repairs on account of wear and tear should be separated from repairs on account of damage and not included in the damage Rpt. 10, which is therefore not in order.

Note

In view of the condition as reported a General Examination as per Circular No. 1772 should be held on arrival this side.

The Certificate of Classification to be endorsed "Cargo battens not fitted" and the same notation to be printed in the Register Book.

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