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PORT OF

4th April 1941

The Secretary,

GLASGOW.

Dear Sir,

We have to advise you that the S.S. "ST. KENNETH" has been under survey at Dublin for part Special Survey and damage stated to have been sustained by gounding and foundering in Kingstown Harbour on the 20th January 1941, the vessel being completely submerged at high tide. Temporary repairs have been effected to enable the vessel to proceed to Ardrossan where it was recommended further examination be made and permanent repairs effected as found necessary.

The damage consists of buckled and fractured plates in A, B, C, D, E, F and G strakes, about 60 plates being affected together with frames, floors, margin brackets and margin plates in way, buckled beam knees and brackets in hold and buckled wing and coaming plates on collision and bunk watertight bulkheads.

The stern frame was broken in three places, the solepiece being lost, and the rudder mainpiece was found bent. At Owners' request it was agreed to convert the rudder to a balanced streamline form, omit the rudder post and fit a new solepiece stated to have been part of a stern frame ordered for a ship which was to be built at Dublin but not completed, subject to satisfactory check ^{tests} and its being obtained from the material of the new solepiece, to additional strengthening being provided by 1" mild steel boiler plating being welded on either side of the solepiece and to a hard steel liner being fitted to the lower pintle, the weight of the rudder being taken at the deck bearing.

The conversion was proceeded with and has been completed except for fitting the hard steel liner to the lower pintle, but the check tests from the material of the solepiece which have now come to hand are unsatisfactory, the bend test fracturing at approximately 40° with a coarsely crystalline fracture. The tensile test piece gave an elongation of 8.5% on 8" with ultimate stress of 19.3 tons per sq. inch.

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We are accordingly advising the Owners' Superintendent, Mr Wallace, that this repair can not be accepted as permanent and recommending that a new sole piece be fitted when the ship is in dry dock at Ardrossan.

In view of the weight of the rudder being now taken by the deck bearing it was recommended that additional stiffening be provided in the after peak space. Temporary bolted stiffeners were fitted for the voyage to Ardrossan.

The following has been done for Special Survey:

Anchors, cables, chain locker, aft peak tank and aft peak space examined, and for the Machinery Survey, the Main Boiler has been examined and tested under hydraulic pressure and the sea connections, attached and independent pumps examined.

To complete the Boiler Survey, repairs consisting of recaulking several combustion chamber back plate stays require to be effected and the safety valves adjusted under steam. The tips of two adjacent blades on the propeller were found broken off and the tips of the remaining two blades were burnt off to retain the balance. It was stated that the spare propeller would be fitted at Ardrossan.

We are, Dear Sir,
Yours faithfully,
The Surveyors.

per *R. Manton*



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