

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 4-4-41 When handed in at Local Office 4-4-41 Port of Belfast

No. in Survey held at Dublin Date, First Survey 12-2-41 Last Survey 27-3-1941

Reg. Book. 82638 on the Wood, Iron or Steel S.S. St. Kenneth (No. of Visits 10)

TONNAGE:— Built at Bowling By whom Scott & Sons When 1924 YEAR. MONTH. 6

GROSS 681 Owners J. Heiton & Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DK. 459 Managers (check) Port belonging to Dublin

NET 287

Surveyed Afloat or in Dry Dock? Both Name of Dock Alexandra D.D. Destined Voyage (check)

Cell DBor DBa 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 tons. }

Only alterations in the existing records of tanks should be inserted.

All alterations in the existing records should be underlined.

Report, No. 53687 Port CFF.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to state the surveys should be summarised. 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) shall 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 shall be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters affecting this case. Glasgow 28 February 1941 J.H.C.S.

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Survey (Including date of N.D., if any).
+100A1 1,40	LHC MS 9,36
SS. Ayr. No. 3 9,36	BS 11,40
	TS, CL 12,39

Cargo battens not fitted

Special cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose and to whom and why they were declined Yes, Not required

Society's Freeboard (if assigned) as painted on Ship and now verified (check)

Was a damage report made by anyone else? if so, by whom? Underwriters Surveyors

REPAIRS, OR EXAMINATION AS PER RULE, FOR part S.S. 2nd No. 1. and Damage stated to have been sustained through grounding & foundering & foundering in Kingstown Harbour on the 14th January 1941.

Work done for Special Survey 2nd No. 1. :- Aft peak tank, aft peak space, anchors, cables and chain locker examined. Minor repairs effected.

Work done for Damage :- Vessel examined in dry dock and found shell plating in A, B, C, D, E, F, G strakes, port & starboard, buckled & fractured, about 60 plates affected, together with frames, floors, margin brackets and margin plates in way, buckled beam knees in hold, buckled wing and coaming plates on collision and

CHARACTER OF DAMAGE REPAIRS	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

GENERAL CONDITION OF THE VESSEL

Condition of Decks <u>(check)</u>	Bulkheads <u>(check)</u>	Engine Room Skylights <u>(check)</u>	Copper, or Y.M. (State if on Feet.)
Stowage <u>(check)</u>	Ceiling <u>(check)</u>	Coal Bunkers, Openings, Covers, &c. <u>(check)</u>	When fitted, Month Year
Rigging & Fastenings <u>(check)</u>	Cement or Asphalt <u>(check)</u>	Oil Bunkers <u>(check)</u>	Boats <u>(check)</u>
Shell Plating <u>(check)</u>	Rudder <u>(check)</u>	Scuppers <u>(check)</u>	Masts, Yards, &c. <u>(check)</u>
Plating in way of sidelights <u>(check)</u>	Steering gear and its connections <u>(check)</u>	Cargo Hatchways <u>(check)</u>	Condition, how ascertained (State if wedges removed.)
Frames <u>(check)</u>	Windlass <u>(check)</u>	Hatches <u>(check)</u>	Equipment letter <u>(check)</u>
Studs <u>(check)</u>	Have pumps been examined and found efficient? <u>Yes</u>	Planking <u>(check)</u>	Anchors, No. of <u>36, 15</u>
Reverses <u>(check)</u>	Have Sluice Valves been examined and found efficient? <u>(check)</u>	Caulking <u>(check)</u>	Cables (State if now ranged) <u>Yes</u>
Wires <u>(check)</u>	Have Watertight Doors been examined and found efficient? <u>(check)</u>	Treenails <u>(check)</u>	length <u>210 fms</u> mean diam. <u>1 3/8 - 1 1/4</u>
Ports <u>(check)</u>	Have Ventilators and their Coamings been examined and found efficient? <u>(check)</u>	Breasthooks & Stemson <u>(check)</u>	Rule length <u>210 fms</u> size <u>1 1/4"</u>
Bottom Plating <u>(check)</u>	Air and Sounding Pipes <u>(check)</u>	Timbers of Frame at openings <u>(check)</u>	Chain Locker <u>Good</u>
Are the Tanks been examined internally? <u>A.P. Only</u>	Doubling Plates under Sounding Pipes <u>(check)</u>	" " at other places <u>(check)</u>	Hawsers & Warps <u>(check)</u>
Are the Tanks been tested? <u>(check)</u>		Stringers, Clamps & Shelves <u>(check)</u>	Standing and Running Rigging <u>(check)</u>
		Saltgates (State if examined.) <u>(check)</u>	Sails <u>(check)</u>

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1-38."

This vessel as now seen is eligible in my opinion to be retained as now classed in the Register Book without fresh record of Survey subject to further examination in dry dock and repairs being effected as found necessary, and sternframe sole piece being renewed at Ardrossan whither it was stated the vessel was now proceeding

Survey Fee (per Section 29) £	Fees applied for, <u>5. 4. 1941</u>
Special Damage or Repair Fee (if any) (per Sec. 29) £ <u>20 : 0 : 0</u>	Received by me, <u>(signature)</u>
Shipping Expenses (if chargeable) £ <u>9 : 10 : 0</u>	
Special Surveyor's Fee (if any) £	

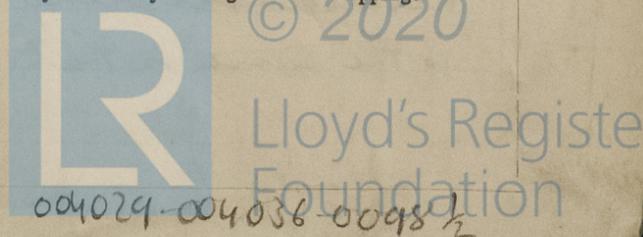
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

WED 16 APR 1941

Character Assigned

Deferred (100A1 + 3.41 Dub)



Is Certificate required? If so, to be sent to

bunker watertight bulkheads.

The stern frame broken below the upper gudgeon, below the third gudgeon and at the forward end of the sole piece, the sole piece being lost. The rudder mainpiece was bent.

The wood hatch covers were missing and also the tarpaulins.

Temporary Repair now effected:- Defective rivets and seams electrically welded. Welded patches fitted over fractured plates. Cement boxes fitted in bilges in way of damage.

Permanent Damage repairs now effected:- All wood hatch covers renewed, one new tarpaulin fitted to each hatch.

It was desired that permanent repairs should be carried out at Ardrossan and in my opinion the temporary repairs now effected are satisfactory for the vessel to proceed to that port.

Rudder. At the Owners Request it was agreed to convert the original single plate rudder to a balanced streamline form, dispensing with the rudder post and fitting a new sole piece stated to have been part of a stern frame ordered for a ship which was to be built at Dublin but was not completed, subject to satisfactory check tests being obtained from the material of the new sole piece.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Table with columns: Number of Certificate, Anchors, WEIGHT EX STOCK, WEIGHT OF STOCK, TEST PER CERTIFICATE, WEIGHT REQUIRED BY RULE, Description of Anchor, Makers, Where and when tested and Superintendent.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, WEIGHT OF CHAIN CABLE, Length and size per rule, Description, Makers of Cables, When and where tested and Superintendent.

Iron Stream Chain (or Steel Wire...)

A plan was submitted to Glasgow by the Owners and the proposals were approved subject to a hard steel liner being fitted to the lower pintle. The weight of the rudder is now taken at the deck bearing.

The conversion was proceeded with & has been completed except for fitting the hard steel liner to the lower pintle, the arrangement being as shown on the attached plan which is the same as that forwarded to Glasgow with the exception

S.S. St. Kenneth.

of the additions & amendments shown in red.

The check tests of the material of the new sole piece, which were first requested on the 18th February have come to hand since the vessel sailed for Ardrossan and are unsatisfactory, the bend test fracturing at approximately 40 degrees with a coarsely crystalline fracture. The tensile test piece gave an elongation of 8.5% on 8 inches with an ultimate stress of 19.8 tons/sq. in.

It has been therefore recommended that a new sole piece be fitted while the vessel is in drydock at Ardrossan and the Owners Superintendent, Mr. Wallace, has been advised accordingly by letter.

In view of the weight of the rudder being now taken at 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.

In refitting the rudder it was found that the palm on the mainpiece & stock were not fair and a tapered liner welded to the palm on the stock has been fitted.

Interim Certificate issued copy attached.

Glasgow Surveyors advised by letter copy attached.

T. Muntar.

N.B.-If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.