

DISCLOSED

11-7 SET 1947

Rpt. 8

SECTION No. (Received at London Office)

No. 9078

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 22nd. May 1947 When handed in at Local Office 23rd. May 1947. Port of Hong Kong.
 No. in Reg. Book 27309 Survey held at Hong Kong Date, First Survey 25th. June Last Survey 28th. Oct. 1946.
76812 on the Wood Iron or Steel S.S. "KENILWORTH NEW TIEN HSING" (No. of Visits 5)

Built at Stockton By whom Richardson, Duck & Co. Ltd. When 1918 YEAR MONTH 3
 Owners Foreign Investments Ltd. Owners' Address -
 (if not already recorded in Appendix to Register Book)
 Managers - Port belonging to Hong Kong

Surveyed Afloat or in Dry Dock? Afloat Name of Dock - At Anchor - Destined Voyage -
 Cell DBor DBa - feet; uE&B - feet; f - feet }
 Total capacity - tons; FPT - tons; APT - tons; MT - feet tons. }
 Only alterations in the existing records of tanks should be inserted.
 N.B.—All Alterations in the existing records should be underlined.

Last Report, No. 4812 Port NSW

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1 Shelter dk	+L.M.C.
with fbd. 11-44	M.S. 10-42
ssBly.No.3-1,31	B.S. 12-45
ssShi.No.2-38	T.S.CL 11-44
Laid up pending repairs.	
<i>Large battens not fitted in two decks</i>	
Society's Freeboard (if assigned) as painted on Ship and now verified } - ft. - ins.	

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete 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) 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).

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
 See special damage report Was a damage report made by anyone else? If so, by whom?

PAIRS, OR EXAMINATION AS PER RULE, FOR Preliminary Examination and Damage.
 In view of the condition of this vessel (indicated by the reports and correspondence between 13th. October, 1942 and 1st. February, 1946). Owner's requested that a preliminary examination should be held with a view to obtaining the approximate cost of necessary repairs. Owner would not state whether a Special Survey or General Examination was required and the vessel was not cleared and cleaned for survey.
 Under these circumstances, and as it was early established that repair costs would be considerable, (costs were very high at the time survey was made) the defects noted do not cover the full requirements. On 18th. July, 1946, prior to survey being completed, vessel sustained considerable damage due to collision during a typhoon. Complete examination could not be made without dry docking vessel and Owner's vacillation in regard to dry docking is responsible for the delay in
 (Continued overleaf)

MANY OF DAMAGE REPAIRS:—	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt)
Plating of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted: Month Year
Platings	Cement or Asphalt	Oil Bunkers	Boats
Fastenings	Rudder	Souppers	Masts, Yards, &c.
Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed)
" In way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Studs	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Frames	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board)
Bottom Plating	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Tanks been examined internally?	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Tanks been tested?	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawser & Warps
		" " at other places	Standing and Running Rigging
		Stringers, Clamps & Shelves	Sails
		Salting (State if examined)	

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, 1,33," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."
 This vessel, so far as now seen, requires considerable repairs and, while eligible to be retained in its present class without fresh record of survey should have the notation of laid up pending repairs in the Register Book. "Repairs to 2nd. deck in way of No.1 hatchway, tank top plating in holds and tunnel plated stem and stem plating (port and starboard) indented shell, main and shelter deck plating etc (starboard side amidships) prior to vessel leaving port." "Vessel to be examined in dry dock for possible damage."

Damage or Repair Fee (if any) (per Sec. 29)	\$250.00	Fees applied for, 21/5/ 19 47.
Travelling Expenses (if chargeable)	- - - -	Received by me, 19
Second Surveyor's Fee (if any)	- - - -	

Committee's Minute
 Character Assigned Expurgate class into Black Line
 Cable HKg
 Surveyor to Lloyd's Register of Shipping
 Lloyd's Register Foundation

Is Certificate required? If so, to be sent to

Z/8810-99010-95010

AM-9/41-J. & S. PLY. LT. (The Surveyors are requested not to)

S. S. "KENILWORTH"

Main Deck (starboard side).

- 1st. stringer plate abaft E.R. bulkhead to be renewed.
- 2nd. stringer plate abaft E.R. bulkhead to be renewed.
- 1st. strake inboard, one plate to be removed, faired & replaced.
- 1st. strake inboard, one plate to be renewed.
- 2nd. strake inboard, one plate to be removed, faired & replaced.

Shelter Deck & Shelter Deck space Internals.

- One beam to be cropped & part renewed.
- Eleven beam knees to be removed, faired and replaced.
- Six shelter deck frames to be renewed.

Main Deck & Hold Internals.

- Three deck beams to be cropped and part renewed.
- Two frames to be renewed.
- Seven frames to be removed, faired & replaced.
- Nine tank margin brackets to be renewed.
- Wing plate, after E.R. bulkhead, to be renewed.
- Approximately 24 ft. waterway angle, to be renewed.
- Six shell connecting angles to be renewed.

Stem Bar.

- Approximately 28 ft. buckled - 10 ft. to be renewed. 18 ft. to be removed, faired and replaced.

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issuing this report. At time of writing vessel has still not been dry docked.

Preliminary Examination.

Shelter Deck. Wastage evident on certain stringer and deck plates. Approximately 12 stringer and 18 deck plates will require to be dealt with for special survey.

Main Deck. Wastage mainly on inner strakes. Approximately 4 stringer and 20 deck plates found thin. The sagging of deck plating, beams and hatch coamings at No.1 hatch was noted.

Double Bottom Tank Tops. Generally thin and/or buckled so far as seen. Roughly 90 tank top plates will require renewal at special survey. Considerable wastage was evident on tank margin and bulkhead stiffener brackets.

Tunnel Plating. Heavily buckled in way of hatches and several plates thin on tunnel top at after recess.

Damage due to collision with S.S. "PRONTO"

The following plates (numbered from forward) indented and/or buckled and recommended to be dealt with as stated. For further details please see special damage report.

- Port. Sheer strake No.3 to be faired in place.
- 1st. strake below sheer No.3 to be faired in place.
- 2nd. strake below sheer No.2 to be faired in place.
- 2nd. strake below sheer No.3 to be faired in place.
- 3rd. strake below sheer No.1 to be renewed.
- 3rd. strake below sheer No.2 to be removed, faired and replaced.
- 3rd. strake below sheer No.3 to be faired in place.
- 4th. strake below sheer No.1 to be removed, faired and replaced.
- 4th. strake below sheer No.2 to be faired in place.
- 5th. strake below sheer No.1 plate & doubler to be released, faired in place and riveted.
- 6th. strake below sheer No.1 to be removed, faired and replaced.

Starboard. Sheer strake & 1st. below sheer to be faired in place. Sheer strake No.14 to be removed, faired and replaced.

- 1st. strake below sheer No.14 to be renewed.
- 1st. strake below sheer No.15 to be faired in place.
- 2nd. strake below sheer No.11 to be faired in place.
- 2nd. strake below sheer No.12 to be faired in place.
- 2nd. strake below sheer No.13 to be renewed.
- 3rd. strake below sheer No.1 to be renewed.
- 3rd. strake below sheer No.2 to be renewed.
- 3rd. strake below sheer No.3 to be faired in place.
- 3rd. strake below sheer No.13 to be renewed.
- 3rd. strake below sheer No.14 to be faired in place.

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

ANCHORS

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
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

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

CHAIN CABLES

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
	Length	Diam.	Statutory	Breaking	Supplied		Per Rule				
					Fathoms	Ins.	Tons	Tons			

Iron Stream Chain or Steel Wire

- 4th. strake below sheer No.1 to be renewed.
 - 4th. strake below sheer No.2 to be cropped abaft defect & part renewed.
 - 4th. strake below sheer No.12 to be faired in place.
 - 4th. strake below sheer No.13 to be renewed.
 - 4th. strake below sheer No.14 to be removed, faired and replaced.
 - 5th. strake below sheer No.1 plate & doubler to be removed, faired and replaced.
 - 5th. strake below sheer No.12 to be faired in place.
 - 5th. strake below sheer No.13 to be removed, faired & replaced.
 - 5th. strake below sheer No.14 to be renewed.
 - 6th. strake below sheer No.1 to be removed, faired & replaced.
 - 6th. strake below sheer No.14 to be removed, faired & replaced.
- Shelter Deck (starboard side).
- 1st. stringer plate abaft midship house to be renewed.
 - 1st. strake inboard, plates to be faired in place. Butt strap to be renewed.
 - 2nd. strake inboard, to be faired in place.

(Continued on sheet No.2)

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

Special General Committee Thursday 2nd October, 1947

16 Messing Committee decided confirmed

