

PHILADELPHIA, PA.

January 9th, 1923.

E. I. EVANS and O. NARBETH

the Owners survey the Steel Screw Steamer "J. N. PEW" of Philadelphia, 9074 tons gross register, while on the pontoon of the Sun Shipbuilding Co., Chester, Pa., on the 11th November, 1922, and subsequent dates for the purpose of ascertaining the nature and extent of damage stated to have been caused by an explosion of gas in No. 4 Summer Tank, port side, while the vessel was on the above pontoon for painting and minor repairs.

For further particulars see log books.

On examination the Undersigned

FOUND:

On port and starboard sides in way of Nos. 7, 8, 9 & 10 Cargo Oil Tanks.

The shell plating with longitudinal and transverse framing bulged out and buckled.

The shelter and upper deck plating with longitudinal and transverse beams, centre line bulkhead, expansion trunks, transverse bulkheads, cargo, heating and smothering pipes, hatches, ladders, fore and aft gangway together with steering gear, control rods and pipe lines, mainmast, deck fittings and wireless installation carried away, torn or buckled.

The boat deck, bridge deck, midship and after deck-houses and fittings damaged by debris and concussion.

RECOMMENDED:

Note: Plates numbered from forward. Bulkheads and transverses numbered from aft.

SHELL PLATING. Port Side: F-12, F-13, G-7, G-8, G-9, H-12, H-13, J-11, J-12, K-11, K-12, M-11, M-12 & M-13 (14 Plates) to be renewed.
J-10 (1 Plate) to be removed, faired and replaced.
E-10, E-11, F-11, F-14, H-11, H-14, J-13 & K-13 (8 Plates) to be faired in place.
D-5, D-6 & E-4 (3 Plates) and two (2) lengths of bilge keel, indented in way of bilge blocks, to be faired in place.

SHELL PLATING. Starboard Side: F-12, F-13, G-7, G-8, H-12, J-11 & J-12 (7 Plates) to be renewed.
D-11, E-10 & M-12 (3 Plates) to be removed, faired and replaced.

SHELL PLATING. Starboard Side: E9, F11, H11, H13, K10, K11, K12 & M11, (8 Plates) to be faired in place.

SHELTER DECK. A is centre strake and F is stringer plate.
A10, A11 & A12 (3 Plates) to be renewed.
A9 (1 Plate) to be faired in place.
Port Side: B9, B10, B11, C9, C10, C11, D8, D9, D10, D11, E8, E9, E10, F9, F10, F11 & F12 (17 Plates) to be renewed.
F13 (1 Plate) to be removed, faired and replaced.
B12, C8, C12, E6, E7 & E11 (6 Plates) to be faired in place.
Starboard Side: B10, B11, C9, C10, D9, D10 & E9, (7 Plates) to be renewed.
E8, F11 & F12 (3 Plates) to be removed, faired and replaced.
B9, C11, D8 & E10 (4 Plates) to be faired in place.

Shelter Deck stringer angles on port and starboard sides to be part renewed.

UPPER DECK. F is stringer plate.
Port Side: D9, D10, D11, D12, D13, E7, E8, E9, E10, F11, F12 & F13 (12 Plates) to be renewed.
Starboard Side: D10, D11, E8, E9, F11 & F12 (6 Plates) to be renewed.
E7 (1 Plate) to be faired in place.

Upper Deck stringer angles on port and starboard sides to be part renewed.

LONGITUDINALS AND BRACKETS (SHELL & DECK) AND TRANSVERSES .

No. 7 MAIN TANK, Port and Starboard Sides.

Side Girder (port side) plate between Bulkhead No. 27 and Transverse No. 28 to be faired in place and top angles to be renewed.

Longitudinals to Shell: - 6 port and 9 starboard to be removed, faired and replaced.

Longitudinals to Upper Deck:- 6 port and 6 starboard to be renewed.

Longitudinals to Shelter Deck:- 5 port and 5 starboard to be renewed.

Brackets connecting Shell Longitudinals to Bulkheads Nos. 27 & 29:-

7 port and 8 starboard to be renewed.

2 port and 2 starboard to be removed, faired and replaced.

Brackets connecting Deck Longitudinals to Bulkheads Nos. 27 & 29:-

22 port and 11 starboard to be renewed.

Transverse Brackets connecting Expansion Trunk to Shelter Deck:-

4 port and 3 starboard to be renewed.

Transverse No. 28, Port Side:- Upper deck beam and knee and bracket to C.L. bulkhead to be renewed.

Shelter deck beam and knee and bracket to C.L. Bulkhead to be renewed.

No. 8 MAIN TANK, Port and Starboard Sides.

Side Girder (port side) plate between Bulkheads Nos. 25 & 27 to be renewed complete with top angles, vertical stiffeners and brackets.

Side Girder (starboard side) plate between Bulkheads Nos. 25 and Transverse No. 26 to be renewed complete with top angles, vertical stiffeners and brackets.

Longitudinals to Shell:- 3 port to be renewed. 5 port and 8 starboard to be removed, faired and replaced.

Longitudinals to Upper Deck:- 6 port and 6 starboard to be renewed.
 Longitudinals to Shelter Deck:- 5 port and 5 starboard to be renewed.

Brackets connecting Shell Longitudinals to Bulkheads Nos. 25 & 27:-
 28 port and 16 starboard to be renewed.

Brackets connecting Deck Longitudinals to Bulkheads Nos. 27 & 29:-
 22 port and 22 starboard to be renewed.

Transverse Brackets connecting Expansion Trunk to Shelter Deck:-
 4 port and 4 starboard to be renewed.

TRANSVERSE NO. 26, Port and Starboard Sides:-

Web frame and bilge bracket; upper deck beam and knee and brackets connecting beam and floor plate to C.L. bulkhead to be renewed.

Shelter deck beam and knee and bracket to C.L. bulkhead to be renewed.

Floor plate between brackets at bilge and C.L. bulkhead to be faired in place and double reverse bars on same to be removed, faired and replaced.

Vertical web stiffener on C.L. bulkhead (starboard side only) to be renewed.

No. 9 MAIN TANK, Port and Starboard Sides.

Longitudinals to Shell:- 8 port and 7 starboard to be removed, faired and replaced.

Longitudinals to Upper Deck:- 6 port and 6 starboard to be renewed.

Longitudinals to Shelter Deck:- 5 port to be renewed and 5 starboard to be removed, faired and replaced.

Brackets connecting Shell Longitudinals to Bulkheads Nos. 23 & 25:-
 23 port and 9 starboard to be renewed.

Brackets connecting Deck Longitudinals to Bulkheads Nos. 23 & 25:-
 22 port and 11 starboard to be renewed.

Transverse Brackets connecting Expansion Trunk to Shelter Deck:-
 4 port and 1 starboard to be renewed.

TRANSVERSE NO. 24, Port Side:

Web frame and bilge bracket, upper deck beam and knee, and bracket connecting beam to C.L. bulkhead to be renewed.

Shelter deck beam and knee, and bracket to C.L. bulkhead to be renewed.

Floor plate between brackets at bilge and C.L. bulkhead to be faired in place and double reverse bars on same to be removed, faired and replaced.

Vertical web stiffener on C.L. bulkhead and bracket to upper deck beam (starboard side only) to be renewed.

No. 10 MAIN TANK, Port Side:

Longitudinals to Shell:- 7 to be removed, faired and replaced.

Longitudinals to Upper Deck:- 6 to be renewed.

Longitudinals to Shelter Deck:- 2 to be removed, faired and replaced.

Brackets connecting Shell Longitudinals to Bulkhead No. 23:-
 6 to be renewed.

Brackets connecting Deck Longitudinals to Bulkhead No. 23:-
 11 to be renewed.

Transverse Brackets connecting Expansion Trunk to Shelter Deck:-
 4 to be renewed.



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NO. 3 SUMMER TANK, Port Side.

Longitudinals to Shell:- 1 to be removed, faired and replaced.
 Longitudinals to Shelter Deck:- 2 to be part renewed. 4 to be faired in place.

Brackets connecting Shell Longitudinals to Bulkhead No. 29:-
 4 to be renewed.

Brackets connecting Shelter Deck Longitudinals to Bulkhead No. 29:-
 6 to be renewed.

Horizontal Brackets connecting Expansion Trunk to Bulkhead No. 29:-
 3 to be renewed.

NO. 4 SUMMER TANK, Port and Starboard Sides.

Longitudinals to Shell:- 4 port and 2 starboard to be renewed.
 2 starboard to be removed, faired and replaced.

Longitudinals to Shelter Deck:- 6 port and 6 starboard to be renewed.

Brackets connecting Shell Longitudinals to Bulkheads Nos. 25 & 29:-
 8 port and 4 starboard to be renewed.

Brackets connecting Shelter Deck Longitudinals to Bulkheads Nos. 25 & 29:-
 12 port and 6 starboard to be renewed.

Horizontal Brackets connecting Expansion Trunk to Bulkheads Nos. 25 & 29:-
 6 port and 3 starboard to be renewed.

Transverses Nos. 26, 27 & 28 port and Nos. 26 & 27 starboard:-
 Web frame, shelter deck beam and knee, and bracket connecting beam to expansion trunk to be renewed.

NO. 5 SUMMER TANK, Port and Starboard Sides.

Longitudinals to Shell:- 2 port to be part renewed; 2 port to be removed faired and replaced.

Longitudinals to Shelter Deck:- 6 port to be renewed.

Brackets connecting Shell Longitudinals to Bulkhead No. 25:-
 4 port to be renewed.

Brackets connecting Shelter Deck Longitudinals to Bulkhead No. 25:-
 6 port and 6 starboard to be renewed.

Horizontal Brackets connecting Expansion Trunk to Bulkhead No. 25:-
 3 port and 3 starboard to be renewed.

Transverse No. 22, Port:-
 Bracket connecting Shelter deck beam to expansion trunk to be renewed.

Transverse No. 23, Port:-
 Bracket connecting web frame to upper deck, shelter deck beam and knee, and bracket connecting beam to expansion trunk to be renewed.

Transverse No. 24, Port:-
 Web frame, shelter deck beam and knee, and bracket connecting beam to expansion trunk to be renewed.

CENTRE LINE BULKHEAD:-

Lower plates (Centre Girder) from Transverses Nos. 24 to 28 to be renewed.

1 horizontal stiffener to be renewed and 2 horizontal stiffeners to be removed, faired and replaced from Bulkheads Nos. 23 to 27.



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CENTRE LINE BULKHEAD: (cont'd.)

Bulkhead plating (above Centre Girder) from Bulkheads Nos. 23 to 27, including vertical plates in way of these bulkheads, to be renewed complete with all horizontal stiffeners and brackets, shelf plates and angles, shelter deck angles and vertical web stiffeners at Transverses Nos. 24 and 26. Between the vertical plates at Bulkheads Nos. 27 & 29, the 3 upper horizontal strakes of plating to be removed, faired and replaced. All horizontal stiffeners above centre girder to be removed, 2 to be renewed and remainder to be faired and replaced.

EXPANSION TRUNK LONGITUDINAL BULKHEADS:

Port Side:- Vertical plate at Bulkhead No. 21 to be faired in place and all the plating and angles to upper and shelter decks from this plate forward to and including the vertical plate at Bulkhead No. 29 to be renewed. Horizontal stiffeners from Bulkheads Nos. 21 to 29 to be renewed complete with all bracket connections at Bulkheads Nos. 23, 25, 27 & 29. Vertical web stiffeners at Transverses Nos. 24, 26 & 28 to be renewed.

Starboard Side: Lower plate for about 11' 0" aft of vertical plate at Bulkhead No. 25 to be renewed. Vertical plate at Bulkhead No. 25 and all the plating and angles to upper and shelter decks from this plate forward to vertical plate at Bulkhead No. 29 to be renewed. Horizontal stiffeners from Bulkheads Nos. 25 to 29 to be renewed complete with all bracket connections at Bulkheads Nos. 25 and 27. Vertical web stiffeners at Transverse No. 26 to be renewed.

TRANSVERSE BULKHEADS IN MAIN TANKS.

Nos. 23, 25 & 27 Port Side and Nos. 25 & 27 Starboard Side:-

All plating, boundary angles, horizontal stiffeners, vertical web stiffeners and brackets, and angle or tee bar connections to brackets to be renewed.

No. 29 Port Side:- One (1) vertical web stiffener and face angle to be removed, faired and replaced. One (1) vertical web stiffener plate to be faired in place and face angle to be removed, faired and replaced.

TRANSVERSE BULKHEADS IN SUMMER TANKS.

Nos. 25 & 29 Port Side and No. 25 Starboard Side:-

All plating, boundary angles, horizontal stiffeners, vertical web stiffeners and brackets, and angle bar connections to brackets to be renewed.

All cargo oil pipes, valves, rods and fittings, heating coils and smothering pipes in tanks to be overhauled, part renewed and tested.

OIL-TIGHT HATCHES.

Main Tanks:- Nos. 8 & 9 Port and No. 8 Starboard to be renewed complete.
Nos. 7 & 10 Port and Nos. 7 & 9 Starboard to be removed, repaired and replaced with coaming angle to deck renewed.

OIL-TIGHT HATCHES. (cont'd.)

Summer Tanks:- No. 4 Port to be renewed complete. No. 5 Port, coaming, deck angle, hinges, dogs and ventilator to be renewed; hatch cover to be refitted. No. 4 Starboard to be removed, repaired and replaced with coaming angle to deck and hatch cover renewed. Standards and lifting gear for hatch covers to be repaired and part renewed.

MAINMAST:- Mast to be unshipped, lowermast plating to be part removed, faired and replaced, foundation girders, plate and brackets to shelter deck to be renewed. Topmast and fittings, and all main rigging to be renewed and mast to be refitted. Ventilator extension to fuel oil line, led up mainmast, to be renewed complete with valves.

FORE AND AFT GANGWAY FROM BRIDGE DECK TO AFTER DECKHOUSE:-

To be renewed complete for a length of about 100' 0" together with steering gear control rods, fuel oil, deck steam and exhaust, heater, sanitary, fire and fresh water pipes, valves and fittings.

BOAT DECK, Port Side:-

Stringer plate and angles, face plates, wood deck and covering boards, awning stanchions and jackstays, handrails and stanchions to be repaired and part renewed. Port lifeboat to be repaired; boat cover and after Welin davit to be renewed. Wood deck to be recaulked and payed throughout.

BRIDGE DECK:- Wood deck to be recaulked and payed throughout. Face plate at after end on port side to be faired in place.

MIDSHIP DECKHOUSES:-

Wood deckhouse on boat deck to be repaired and refastened. Internal wood work and mouldings, doors and frames, fittings, compasses, telegraphs, telephones, indicators, etc., to be repaired and part renewed.

AFTER DECKHOUSE: Wood deck over accommodation to be recaulked and payed throughout.

SHELTER DECK:- Rails and stanchions, mooring bitts, fairleads, scuppers and minor deck fittings to be repaired and part renewed. One (1) steam winch at mainmast to be renewed and other winches to be overhauled. All oil, steam and water pipes with their fittings to be overhauled, repaired and tested.



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Ladders to main and summer oil tanks, also to bridge deck, to be repaired and part renewed.

Sidelight glasses in crew's quarters to be renewed where broken.

Wireless installation to be overhauled and aeriels to be renewed.

Windlass and steering gear to be tried under working conditions.

Riveting and caulking throughout the vessel to be tested and all started rivets to be renewed and caulking to be made good.

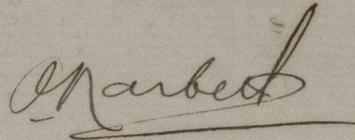
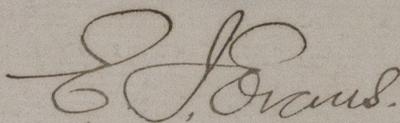
All main cargo tanks, summer tanks, cofferdams and oil fuel tanks to be cleaned and certified free of gas before repairs are commenced.

All removals in way of repairs to be replaced and made good.

On completion of repairs all main cargo tanks, summer tanks, cofferdams, oil fuel tanks, fore and after peak tanks and double bottom tanks in forward hold and under engines and boilers to be tested under pressure as required by the Society's Rules for new vessels.

The bottom of vessel to be cleaned and recoated and all new and repaired work to be coated as before.

The foregoing recommendations were made in order to place the vessel in as good and efficient condition as she was in before the damage in question was sustained.



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