

Date of writing Report 10<sup>th</sup> Dec 1921. When handed in at Local Office 15 DEC 1921 Port of Amam.

20458 on the Wood, Iron or Steel J. S. KEMMERER

GROSS 2348  
4606 Owners Anglo American Oil Co Ltd (Steamship Reg) Port Belonging to

Surveyed Afloat or in Dry Dock? *Dock* Name of Dock *Union Dry Dock* Destined Voyage *7*

total capacity \_\_\_\_\_ tons. FPI \_\_\_\_\_ tons; API \_\_\_\_\_ tons; MI \_\_\_\_\_ feet \_\_\_\_\_ tons.

N.B.—All alterations in the existing records should be underlined.

\_\_\_\_\_

CHARACTER.  
☒ For Special Survey.

Machinery and Boiler  
 Surveys

care and  
 how  
 supplied.

orders, and of the inner bottom plating, respectively.

Last Report, No. 43909 Port NWC

100/11.20

TS. 11.20

*Julia for no fault 8.19. AP above 150°*

1. If taxpayer has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and w

they were declined? *Damage started caused through grounding at Port Arthur*

25<sup>th</sup> December 1920<sup>th</sup> Newark, N.J.

Damage stated canoe brought down.

Kut plate No 5 found in plate

4.6.3.11 *Blaris* *laurea* in place.

Shark Side A. Strake No. 100 9.12.1910

4. shale N° 4 plat B shale N° 8 plat C shale N° 6 plat removed faired & 1% plat.

Paired or repaired in place.....			
ESSENT CONDITION OF THE	Stringers.....	Dblng. Plates under Sounding Pipes.....	Copper, or Y.M. of Wood Vessels.....
	<i>Good</i>	<i>Good</i>	(State if on Felt.)
	"	Engine Room Skylights.....	When put on, Month..... Year.....

alking of Decks	State if Tanks now tested	Scuppers	Masts, Yards, &c.
terways			

Nails & Fastenings.....	"	Cement or Asphalt.....	"	Planking.....	of Wood Vessels.....	Sails.....
Wide Plating.....	"	(State which.).....	"	Caulking.....	ditto.....	

ets	Windlass	Breasthooks & Stemson	ditto	Anchors, No. of
breasthooks & Gunblocks	Have Pumps now been examined and found efficient	Transoms Pointers, & Crutches	ditto	Cables (State if now ranged)

mes. 24 1/2 1000 Have Sluice Valves now been examined and found efficient? ☒ Ditto ditto at other places ditto..... Rule length..... size.....  
area Frames " " " Stringers, Clamps & Shells ditto.....  
Hopper & Varns.....

sons efficient? (State of Government)

61. Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the following: "to remain as classified and to have record of this survey, thus, for example:—.....to remain as now classed in the Register Book *without fresh record of Survey*," "to remain as classified and to have record of this survey, thus, for example:—.....to remain as classified and to have record of survey, 1,15," or "to remain as classified and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

This results in a large in the ...

by Fee (per Section 28) ..... £ : : Fees applied for,  
16<sup>th</sup> Dec 1971  
C. Smith & Co. Ltd.

Selling Expenses (if chargeable) £ : :

2008 19 The Dan & John Ltd  
Surgeons to Lloyd's Register of Shipping.

Committee's Minute

(The) Character Assigned

1871

**Is Certificate required? If so, to be sent to**



London.

S.S. "Kennecus."

Longitudinal frames & shell lugs on transverse floors, frames & shell lugs in way of aforementioned plates faired or lined up as necessary & re-riveted.

Brackets on longitudinal at the after end of No. 2 rib has side runner faired & re-fitted. In account of grounding about 19000-19500 rivets have been renewed.

Damage stated caused through heavy weather.

Forward. The rivets in E. F. & G. J. & K strakes port & starbo which were found to be leaking have been renewed. Two wooden stoppers in hook deck removed deck plating in way faired in place & stopper re-fitted. Hand rails stanchions etc overhauled & placed in good order. About 18500-19000 rivets renewed due to heavy weather.

Damage. Stated cause unknown.

Forward. Port side. E. strake No. 8 & 9 plates. S. strake No. 13 plate faired in place.

Starbo side. E. strake No. 13 plate. K strake No. 14 plate faired in place.

Foundation.

Sub plates No. 4, 5, 6, 7, 8, 9, 11, 12 & 13. entirely re-riveted.

Sub plates No. 1, 3, 10 & 14 part re-riveted.

Sub plate No. 15 caulking overhauled.

It was found necessary to breach fair & re-counter sink or electrically weld, drill & re-counter sink a large number of the above rivet holes.

In A. B. C. D. E. F. G. H. J. K & L. strakes port & starbo sides a large number of rivet holes had to be breached fair & re-counter sink or electrically welded, drilled & re-counter sink.

Port side. A strake No. 13 plate. B strake No. 13 plate. E strake No. 3 & 4 plates. F strake No. 6, 7, 8 & 12 plates. G strake No. 7 & 8 plates. H strake No. 6, 7 & 12 plates. J strake No. 5, 6, 7 & 12 plates & K strake No. 5 & 6 plates completely re-riveted. L strake No. 7 & 12 plate but strips have renewed.

Starbo side. A strake No. 13 plate. B strake No. 5, 6, 7, 8 & 12 plates. G strake No. 5, 6, 7 & 8 plates. H strake No. 5, 6, 7, 8 & 12 plates. J strake No. 5, 6, 7 & 12 plates & K strake No. 5, 6, 7 & 12 plates completely re-riveted.

L strake No. 7 plate renewed. Butto strips renewed at fore & after ends. But strips K strake No. 12 plate fore & after ends part renewed.

A large number of rivets were found to be leaking in way of the upper deck stringer angle to the deck & shear strakes & on removal of these rivets it was found necessary to renew the stringer angle the whole length of the upper deck port & starbo sides owing to the hub of the bar not being close to the shear strakes. Early rivets in butts & seams also transverse connections to upper deck were removed & holes found defective. Rivet holes were breached fair & re-counter sink or electrically welded drilled & re-counter sink & re-riveted. This riveting caused rivets in the vicinity to become slack & on removal all holes were found to be bad. This making it necessary to deal with the majority of rivets of upper deck.

In account of leakage a number of bulk side foundation angle rivets were removed. Rivet holes in deck & bulk side were found to be in most cases bad. These defective rivet holes have been electrically welded, drilled & new foundation angles fitted for the whole length of bulk over cargo holds. At the after end of bridge deck the trunk side plates have been cropped & part renewed.

Fore room in bridge space over No. 3 tank. Coaming plate & deck plate.



London.

Continuation of Report No. 85060 dated 10<sup>th</sup> December 1921 on the

S. S. Kennebec ③.

have been cropped & part renewed & the foundation angles renewed.

The attachments of longitudinal, transverse & string beams in the cargo tanks have been overhauled & placed in order.

All tight shoes (bulkheads, decks & ship side) have been renewed or repaired as necessary.

When the cargo tank bulkheads were tested excessive leakage was found to exist through the bracket connections, stiffeners & boundary angles. Practically every bracket connection has been removed, rivet holes in bulkheads touched fair or electrically welded & drilled, angle connections overhauled as required & re-fitted.

Drilling of stiffeners & boundary angles has also been placed in good order.

No. 4 tank port side. Transverse bulkhead plate at center line cropped & part renewed.

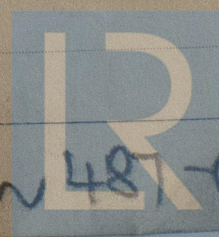
Inner escape at upper deck electrically welded & made tight.

Angle connections between circular shaft bins & tank bulkheads renewed & repaired as required.

Number of tank margin bracket connections in fore hold which were found to be leaking have been removed, holes in tank margins electrically welded & drilled, connections made good & re-fitted.

Meeting angle of lower deck to after bulkhead of fore hold removed, rivet holes in bulkhead electrically welded & drilled & angle re-fitted. Hatch coamings on tank deck of fore after cargo tanks cropped & part renewed.

All tanks including fore after peaks tested with satisfactory results. The minor repairs carried out.



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Lloyd's Register  
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