

S.S. "KENNEBEC" ex "WAR MOON"

No. 62708 in R.B.

Yard No. 340.

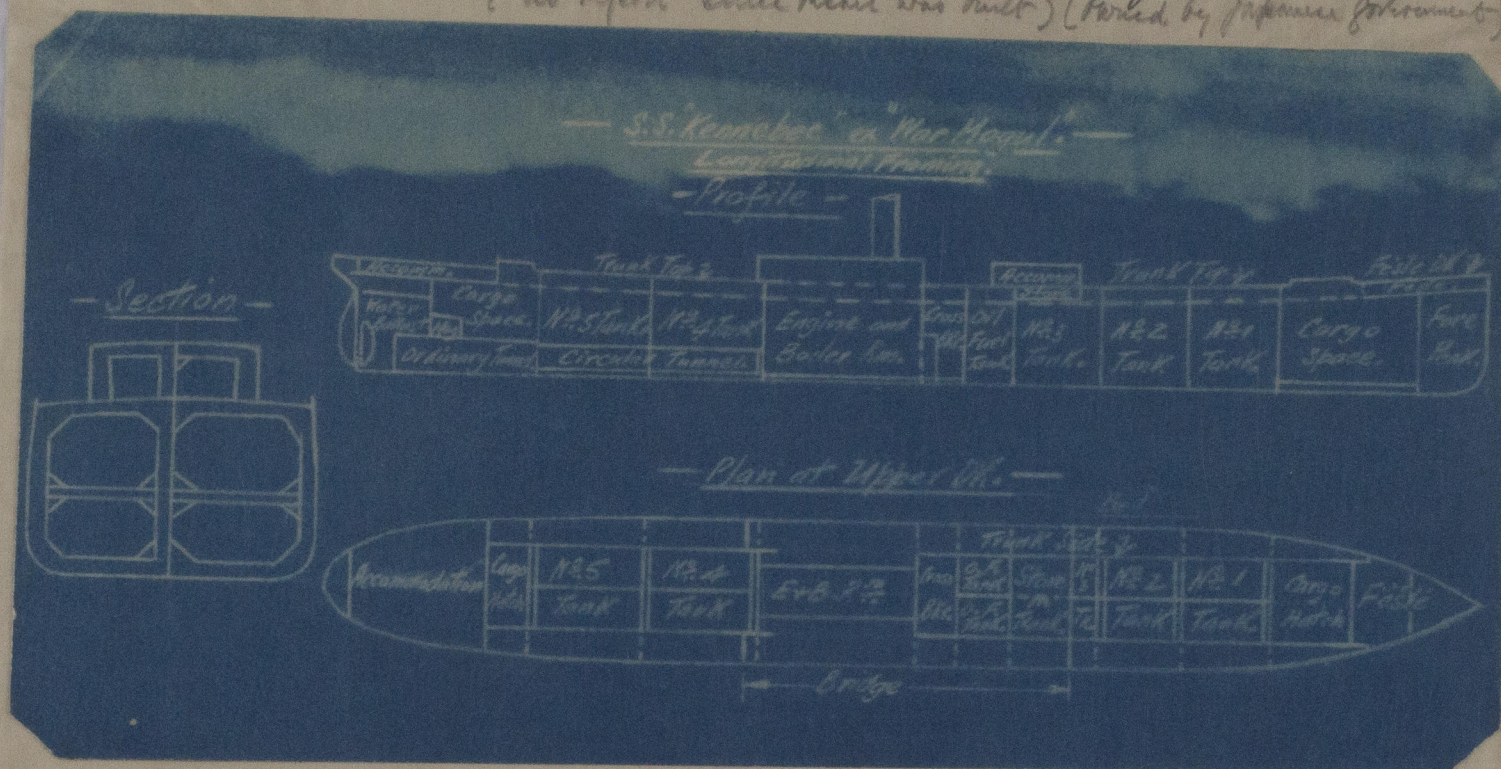
Class:- 100A1 "Carrying oils in bulk, F.P. above 150° F."  
"Middle line bulkhead not oiltight".

"Longitudinal Framing"  
Built at Port Glasgow in August 1919 by Messrs. R. Duncan & Co.

Owners:- The Anglo-American Oil Company, Ltd.

Rule Dimensions - 400 x 52 x 31

sister ship to S.S. "Koma" ex "War Wagon" Yard No. 339.  
(no report since vessel was built) (owned by Japanese Government)



Port.  
Date of survey.  
No. of rpt.

#### SUMMARY OF REPORT

GLASGOW  
Dec. 15th, 1919.  
No. 39473.

Vessel sustained damage through encountering heavy weather and strained badly on September 9th, 10th & 11th, 1919, when on a voyage from Texas to Havana.

A number of rivets in bottom renewed and a large number of rivets set up, and caulking of butts and seams made good. Rudder unshipped, tested for alignment, and fractured top gudgeon replaced by a forging. Damaged deck gear made good. W.T. angles connecting rudder trunk to transom floor renewed.

All oil tanks, double bottom tanks, and fore and after peaks examined under water pressure, and all defects causing leakage made good in sheal, fore peak bulkhead, forward double bottom tank, O.T. bulkheads Nos. 65, 62, 59, 56, 54, 38, 34 & 30, expansion trunks, well at fore end of cross bunker and after end of engine room, after peak tank top, and watertight Floor No. 49, tunnel & upper & lower bunkers, and tunnel entrance.

While lying at No. 17, Princes Dock, on Dec. 10th 1919, the vessel was fouled by S.S. "LARCHOL", causing damage to a landing edge, and starting rivets above stringer, in way of after hold.



SOUTHAMPTON.  
Feb. 13th, 1920.  
No. 10465.

Vessel sustained damage due to being fouled by the S.S. "MARCHOL", as mentioned in previous report No. 39473. Damaged shell plates and frame were faired as necessary, and the tank in way of damage satisfactorily tested.

Damage was also sustained due to collision with R.F.A. "BURMA" at Plymouth on Jan. 29th 1920. Damaged rail and stanchions, and deck fittings repaired. Vessel placed in dry dock, bottom cleared and examined. About 250 shell rivets were caulked, and a rivet in bottom renewed. Rivets in expansion trunk deck bar were hammer tested and renewed as necessary.

Note:- At the request of the Owners, the Committee sanctioned the notation in the Register Book being altered from "Carrying oil fuel in bulk F.P. above, "150 F." to "Carrying oils in bulk F.P. above 150 F."

SOUTHAMPTON  
July 27th 1920.  
No. 10643.

Vessel placed in dry dock, bottom cleaned, examined and repainted. A few shell rivets recaulked.

SOUTH SHIELDS  
Nov. 29th 1920.  
No. 73909.

Vessel sustained damage through grounding on Florida Reef on September 25th 1920.

Mention is made in the Machinery Report that damage was sustained by the machinery due to heavy weather from the 13th to 24th October 1920, while on a voyage from London to Sabine, Texas, and back to London.

After examination in dry dock, eight shell plates were removed, faired and refitted, eight plates faired in place, a number of rivets in the bottom renewed, the bilge keels repaired and minor repairs effected.

*Double bottom tank, peak tanks and all main tanks and oil fuel bunkers tested and found good.*



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Lloyd's Register  
Foundation

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