

SEP 18 1937

LONDON

See S. To. Rpt. No. 7722.

SAN FRANCISCO,

August 13th, 1937.

THIS IS TO CERTIFY THAT

F. G. ARCHBOLD

the undersigned Surveyor to this Society did at the request of the Owners of the Steel Screw Steamer "AMERICAN FISHER", of San Francisco, 4779 tons gross register, also of Mr. T. C. Warkman, Salvage Association London, 1719 Marine Building, Vancouver, B.C., make survey of said Vessel for the purpose of ascertaining the nature and extent of supplementary damage stated to have been sustained at the time of the explosion and fire May 24th, 1937.

This Vessel was surveyed at San Pedro previous to this present survey, specifications drawn up and tenders submitted so far as seen at that time. The General Engineering & Dry Dock Co., being the low bidder, was awarded the contract and the Vessel proceeded to Oakland.

On June 24th, 1937, and subsequent dates, while the Vessel was lying afloat at the General Engineering & Dry Dock Co.'s Plant, Oakland, the undersigned Surveyor in company with:-

Mr. Martignoni,	representing	U. S. Salvage Assn.
Mr. Knapp,	"	Owners.
Mr. Cordes,	"	Owners.

made examination.

Also, on July 17th, 1937, accompanied Mr. T. C. Warkman and others as stated above, and made further survey of the



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additional damage.

As per Chief Engineer's statement:-

"During the voyage from San Pedro to Oakland, June 17th to 21st, 1937, the H. P. and I. P. forward crank webs were found to be striking the girders on tank top."

On examination this condition was evident, and the following recommendations made:-

- (1) Examine and test all main engine and thrust holding down bolts.
- (2) Open all main engine crank shaft caps for examination of journals and pins, also main thrust.
- (3) Test all rivets in way of main engine and thrust seating and in double bottom tank in way.
- (4) Clean and wipe down main engine from bottom of cylinders to crank pits for examination.
- (5) Liquid ends of port bilge pump in pumproom scored, same now rebores and new rings fitted.
- (6) Port cargo pump discharge end, evidence of small cracks -- same now tested to 150 lbs. hydrostatic pressure and found cracked in way of flanges -- new pump end now installed.
- (7) Pedestal for starboard cargo pump fractured -- angle patch now fitted.
- (8) Starboard cargo pump, casting for seat in liquid end showed small crack, same now veed out and electric welded.
- (9) Sea valves and strainers overhauled.
- (10) Oil leaking at watertight floor between Nos. 8 and 9 Double Bottoms, tanks cleaned out and necessary repairs effected.
- 1) Forward cofferdam and deep tank cleaned out to permit extra work.
- (2) Tie plate under midship house buckled and broken -- same now renewed.
- (3) One tube for fish drier damaged, same now renewed.
- (4) Bulkhead between pumproom and No. 4 Cargo Tank port and starboard buckled, same now repaired as follows:-

PORT SIDE PUMPROOM:-

#1 and 2 channel stiffeners removed, faired and replaced.

2 bulkhead web angles released and faired in place.

PORT SIDE #4 CARGO PUMP:-

1 bulkhead stringer faired in place.

STARBOARD SIDE PUMPROOM:-

3 web angles from bulkhead released and faired in place.



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STARBOARD SIDE PUMPROOM (Continued)

1 web plate faired in place.

6 vertical channel stiffeners removed, faired and replaced.

STARBOARD SIDE #4 TANK:-

3 stringer brackets removed, faired, and replaced.

1 deck beam removed, faired and replaced.

2 Tank top brackets removed, faired, and replaced.

1 center line vertical stiffener removed, faired and replaced.

Rivets in way cut out to release bulkhead in seams and laps, and reriveted.

(15) 1 - 18" cowl ventilator broken starboard side of bridge, same now renewed.

(16) 1 section of ventilator trunk port side of bridge buckled, same now renewed.

(17) Miscellaneous rivets, seams, etc., in tanks overhauled and made good as per attached List.

(18) FISH REDUCTION PLANT:-

Press Outboard and Inboard Motors, port and starboard:-

Cleaned bal bearings and renewed grease.

Washed stator winding and painted with Glyptol varnish.

2 sewing machine motors, winding painted.

Drier conveyor motor cleaned and greased, stator winding painted.

Cross meal and cross feed conveyor motors cleaned and greased; stator winding painted.

Presses:-

4 press screws removed to shop, tried in lathe for truth, refaced two collars and overhauled in general way.

Driers:-

Removed to shop 4 screws, tried for truth, overhauled and replaced in order.

2 Disintegration Shafts opened up, overhauled and replaced:
1 shaft renewed, 1 shaft straightened.

Fish Pump head cracked, same now renewed.

Flights on port cooker, screws damaged, same machined O.D.

1 bearing for fish elevator, metal broken, same remetalled.

TOTAL COST OF ADDITIONAL REPAIRS, EIGHTEEN THOUSAND TEN
and 25/100ths DOLLARS (\$18,010.25).

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The above repairs have now been completed to my satisfaction, August 4th, 1937.

(signed) F G ARNBOLD

Surveyor to Lloyd's Register of Shipping.

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MISCELLANEOUS RIVETS, SEAMS, ETC., IN TANKS OVERHAULED AND MADE GOOD AS FOLLOWS:-

Burned out and redrove 31 rivets in shell port pump room.

#3 Tank Starboard Side

Drilled and pumped 19 holes.
Caulked 304 rivets, 167 ft. seam.
Welded 21 ft. seam, 25 rivets
Renewed 44 rivets in bulkhead
Straightened one (1) shelf stringer

Forward Starboard Bulkhead. Pump Room

Renewed 95 rivets
Caulked 52 ft. seam
Drilled and pumped 30 holes

#3 Tank Port Side

Drilled and pumped 14 holes
Caulked 371 rivets, 81 ft. seam
Welded 18 ft. seam, 82 rivets
Renewed 81 rivets

Forward Port Bulkhead. Pump Room

Drilled and pumped 26 holes
Caulked 71 rivets, 80 ft. seam
Renewed 18 rivets

#4 Tank starboard side forward bulkhead

Caulked 422 rivets, 68 ft. seams
Welded 29 ft. seam, 16 rivets.
Drilled and pumped 35 holes

#4 Tank Port Side Forward Bulkhead

Caulked 542 rivets, 198 ft. seam
Welded 36 ft. seam, 18 rivets
Drilled and pumped 41 holes

Main Cargo Tank Port and Starboard

Furnish Chemist Certificate
Caulked 37 rivets and 11 ft. seam
Furnished, installed and removed necessary staging

Oil Tight Bulkheads to P. & S. Bunker Tanks and #8 Main Tank

Filled with salt water
Drilled and pumped three (3) holes in bounding bar.
Caulked 12 ft. seam, 16 rivets
Installed and removed staging

Bulkhead to Cofferdam in Fish Plant

Drilled and pumped one (1) clip
Caulked 21 rivets, 1 ft. seam
Electric welded 1 ft. seam

Bulkheads in Fire Room. Bunker Tank

Drilled and pumped 5 holes
Caulked 93 rivets, 11 ft. seam
Installed and removed staging

#7 Main Tank Bulkhead

Caulked 96 rivets, 60 ft. seam
Drilled and pumped 4 clips

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MISCELLANEOUS RIVETS, SEAMS, ETC., IN TANKS OVERHAULED AND
MADE GOOD AS FOLLOWS:- (Continued)

- #3 Double Bottom Port Side
Caulked 147 rivets, 29 ft. seam
Drilled and pumped 8 clips
- #3 Double Bottom Starboard Side
Caulked 132 rivets, 27 ft. seam
Drilled and pumped 6 clips
- #1 Tank Port and Starboard
Drilled and pumped 7 clips
Caulked 66 rivets, 26 ft. seam
- #2 Tank Port and Starboard
Drilled and pumped 3 clips
Caulked 112 rivets, 18 ft. seam
- Pump Room Tank Top - #3 Tank
Drilled and pumped 6 clips
Caulked 65 rivets, 13 ft. seam
- #4 Tank Port and Starboard
Drilled and pumped 8 clips
Caulked 101 rivets, 26 ft. seam
- #5 Tank Port and Starboard
Drilled and pumped 1 clip
Caulked 121 rivets, 11 ft. seam
- #6 Tank Port and Starboard
Drilled and pumped 6 clips
Caulked 118 rivets, 22 ft. seam
- #7 Tank Port and Starboard
Drilled and pumped 4 clips
Caulked 105 rivets, 28 ft. seam
Installed 1 patch bolt.