



S/S "ACME"

"C" Strake: Plates Nos. 1, 2 & 3 renewed.

"D" Strake: Plate No. 1 renewed.

"E" Strake:- Plates Nos. 2, 3, & 4 renewed.

"F" Strake: Plates Nos. 1, 2, 3 & 4 renewed.

"G" Strake: Plates Nos. 1, 2 & 3 renewed.

"H" Strake: Plates Nos. 1, 2 & 3 renewed.

"J" Strake: Plates Nos. 1, 2, 3 & 4 renewed.

"K" Strake: Plates Nos. 1, 2, 3 & 4 renewed.

"L" Strake: Plates Nos. 1, 2 & 3 renewed.

"M" Strake: Plates Nos. 1, 2 & 3 renewed.

"N" Strake: Plates Nos. 1 & 2 renewed.

Starboard Side:-

"A" Strake: Plates Nos. 1, 2 & 3 renewed.

"B" Strake: Plates Nos. 1, 2 & 3 renewed.

"C" Strake:- Plates Nos. 1, 2 & 3 renewed.

"D" Strake:- Plate No. 1 renewed.

"E" Strake: Plates Nos. 2, 3 & 4 renewed.

"F" Strake:- Plates Nos. 1, 2, 3 & 4 renewed.

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"H" Strake: Plates Nos. 1, 2 & 3 renewed.

"J" Strake: Plates Nos. 1, 2, 3 & 4 renewed.

"K" Strake: Plates Nos. 1, 2, 3 & 4 renewed.

"L" Strake:- Plates Nos. 1, 2 & 3 renewed.

"M" Strake: Plates Nos. 1, 2 & 3 renewed.

"N" Strake: Plate No. 1 renewed. All plates numbered from aft.

Shell plates "K" 8 & "L" 8, on the port side stated to have been damaged during salvage operations removed and renewed.

Shell plate "F" 5 on the port side partly out adrift, faired and re-riveted.

One bulkhead bracket and one bracket clip renewed.

One longitudinal frame cropped and part renewed.

Shell plate "M" 11, on port side holed. Hole dressed out and a rivetted spigot patch fitted.

Internal Work:- Port Side:

No. 10 transverse frame renewed with face bar and all clips.

No. 11 & 12 transverse frames removed, faired and refitted.

Starboard Side:-

No. 10 transverse frame renewed with face bar and all clips and brackets.

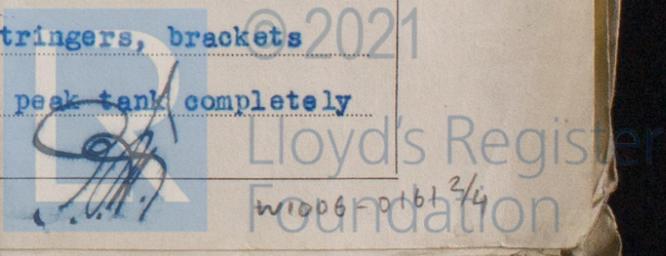
Face bar on No. 11 transverse frame removed, faired and refitted.

Dynamo flat renewed with all brackets, angles, flanged brackets, deck and deck beams and clips from the port to the starboard sides.

Main deck aft of transverse frame 11 renewed with all deck beams, brackets, clips, flanged brackets and deep girders.

After peak tank bulkhead with all stiffeners, shall angles, stringers, brackets and connections completely renewed. Swash bulkhead in after peak tank completely

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renewed with all angles fore and aft. After peak tank top with all stiffeners and brackets renewed. All frames, deep floors, stringers and brackets aft of the after peak bulkhead to the transome floor renewed. Transome floor on the port side cropped, faired and refitted in place with double riveted double butt straps. Upper deck with stringers, deck beams and girders, brackets, deck angles and stanchions renewed. Poop deck from after side of engine casing and stringer plates port and starboard sides renewed. All deck beams, brackets and deck girders renewed. Foundation for mooring winch renewed and a new mooring winch fitted in place. All bitts and mooring chocks refitted. Complete new engine casing with stiffeners fitted. Skylights renewed. Domestic refrigerator chambers renewed with all piping, "Freon" compressor and motor for same.

All quarters on the port and starboard sides overhauled and repaired. Bulkheads part renewed, flooring renewed, all room fittings renewed and all heating and sanitary arrangements overhauled, renewed and placed in good order. All after quarters redecorated and fitted with new doors. Mess room and galley repaired as found necessary and placed in good condition.

Twelve main frames on the port side renewed and three removed, faired and refitted from the after peak bulkhead forward.

All brackets and clips to transverse frames renewed.

Twelve main frames on the starboard side renewed with brackets and clips to transverse frames. Three intercostals renewed between the end of engine room tank and the after peak bulkhead with clips and shell connections.

On completion of this, the engine room tank and after peak tank tested to rule requirements and found tight. All other work hose tested and found tight.

A new stern frame and rudder post has been made, tested, machined and fitted in place. Stern frame  $10\frac{1}{2}$ " x  $8\frac{1}{2}$ " and rudder post 9" x  $8\frac{1}{2}$ " cast steel.

On machining, these castings were examined and as far as can be seen they are good sound castings.

An entire new rudder as per approved plan made and fitted in place. The main piece is of cast steel, tested, machined and found to be a good casting as far as can be seen. The rudder is of the stream lined variety.

Side plating 21 Lb. plating, stiffened by 8 - 21 Lb. diaphragm plates and 21 Lb. intercostal plates with closing plates top and bottom. All welded construction. Rudder tested on completion of construction and found tight. All new pintles (5) and bushings fitted. Upper rudder stock renewed.

Stream line plates fitted to the forward end of rudder. A new 8" x 8" steering gear engine made by Webster & Brinkley of Seattle, now fitted on board with bearings and carrier ring fitted to the deck. Gear tested under steam and found to be in good order. Hand steering gear now renewed - tested and found satisfactory.

Three new life boats now placed on board complete with all equipment complying with the U.S. Government requirements. One new work boat now supplied.

All broken port light frames and glasses for same renewed.

All damaged ventilators on poop deck repaired or renewed.

Hospital space on port side restored as originally.

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All cargo lines and stripping lines and deck lines tested and repaired with part new material. Heating coils in bunkers and cargo smothering lines in tanks and on deck tested and repaired as found necessary with part new material.  
Lubricating oil tanks repaired.

New and repaired work hose tested and found tight.

General Examination

Vessel placed on dry dock. Bottom, stern frame and rudder recoated.

Fore peak tank, deep tanks, cofferdams and all main cargo tanks and summer tanks examined internally and tested. D.B. tanks under main boilers and main engines examined internally and tested.

Deep floors in No. 9 main cargo tank renewed complete.

Two web frames on the starboard after bulkhead of No. 1 tank and two web frames on the starboard side on the after bulkhead of No. 2 tank cropped and part renewed.

The top portion of all wasted angles on bulkheads connecting bulkhead brackets to bottom longitudinals cropped and part renewed.

Patches welded to center line bulkheads as required.

Weatherdecks, hatches, hatchways, beams and fastenings, tank lids and fastenings, ventilators and coamings for same examined and found in good order.

Chain cables ranged and examined. 210 Ftms. 2.6/16" - 2.3/16".

One length of worn cable removed from the vessel at this port.

Chain locker examined and chain cables restowed.

Masts and rigging examined from deck and found in fair condition.

Windlass opened up and examined and found in good order. Anchors 3B - 1S., in good order. A freeboard renewal survey has been held at this time - marks verified and found to agree with the old certificate. Steam and hand steering gear now renewed, tested out and found efficient.



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