

Belongs to Rott. Rep. N<sup>o</sup> 14506

Recd 7/9/25

of ROTTERDAM.

5th September, 1925.

Leendert Wijk,

the Owners Representative hold a survey on board of the Norwegian steel screw steamer "K I N G R O R N" 6596 tons gross, on the 14th of August 1925 and on subsequent dates, whilst placed in Wilton's Drydock at Schiedam, in order to ascertain the nature and extent of the damage alleged to have been sustained through the following causes:

- 1<sup>o</sup>. Grounding whilst passing through the Suez Canal and again whilst lying at anchor in the Canal near Port Said on the 12th of April 1925, on a voyage from Melbourne to Marseille and Genoa;
- 2<sup>o</sup>. Collision with the s.s. "Monte Nevoso", at Genoa on the 30th of April 1925;
- 3<sup>o</sup>. Grounding near the Sun Shipbuilding yard at Philadelphia on the 27th of June 1925;
- 4<sup>o</sup>. Touching the ground near the Delaware River Steel Co's Wharf at Philadelphia on the 1st of July 1925.-

For further particulars see Logbook.-

**F o u n d:**

A number of local rivets in shell started, principally in bilge strake.

One rivet in lower scarp of rudderpost started.

**R e c o m m e n d e d:**

Twenty four rivets on port and seven rivets on starboard to be renewed.

To be renewed.



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S.S. "KINGHORN".

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5/9/25.

Three buttetraps of starboard  
edge strake started and leaking.

No. 1 Hold. Three lugs to tank-  
top and frame brackets started  
and leaking.

No. 2 Hold. One lug to tanktop  
and frame bracket fractured.

Lead suction pipe to starboard  
well damaged and broken.

No. 4 Hold. A number of rivets  
in top of deeptank started.

No. 5 Hold. Five lugs to tank-  
top and frame brackets starboard  
and seven lugs port fractured.

A number of rivets in tanktop on  
portside started.

One rivet in afterdeeptank  
bulkhead started.

Six tarpauling damaged.

Railing damaged on portside  
amidships and aft and on star-  
boardside forward and aft.

Wood decks in way of chartroom  
and wheelhouse started and leaking.

Hawse pipe connections leaking

Bolts and packing of rudder  
stuffing box damaged.

To be recaulked.  
Double bottom tanks to be  
drained in dock and opened  
out for repairs.

To be recaulked.  
No. 1 Double bottom tank to  
be tested upon completion.

To be renewed.  
No. 2 Double bottom tank to  
be tested upon completion.

To be renewed.

To be renewed.  
Deeptank to be tested upon  
completion.

To be renewed.

To be renewed.  
No. 6 Double bottom tank to  
be tested upon completion.

To be renewed.

To be renewed.

To be repaired and made good.

To be recaulked and payed.

To be repaired and made water-  
tight.

To be renewed.

Bottom and rudder and all  
repaired work to be recoated.

The above repairs have been carried out as recommended and have  
been duly reported to Lloyd's Register Office, London.

Fee . . . . . f. 150.00

Expenses . . . f. 4.00

*Chrup*



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