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LLOYD'S REGISTER.
LONDON

REC'D 17 MAR 1922

ANS'D

Port of NAPLES,

24th, February 1922

THIS IS TO CERTIFY that

I. AURELI

the undersigned Surveyor to this Society did at the request of HUGO TRUMPY, Naples on behalf of the WIKBORGS ASSURANCESELSKAB A/S of CHRISTIANIA proceed to the ss. "KINGHORN", 6505 tons gross of Bergen in dry dock at Naples on 20th February 1922 and on subsequent dates in order to ascertain without any prejudice and estimate the cost of the damage alleged to have been sustained to the vessel through stranding on the 3rd. & 4th January 1922 whilst moored in the Philadelphia river and owing to stress of weather on the 9th & 10th January 1922 during the voyage from Philadelphia to Naples.

FOR FURTHER PARTICULARS SEE LOG BOOK

It was recommended the vessel be placed in dry dock with the tanks and peaks full, in order to examine the bottom riveting and seams and to deal with as found necessary.

FOUND:

A number of tap rivets in keel plate in after peak leaking.

Several shell rivets and seams in way of Nos. 1.4. & 6 tanks leaking.

RECOMMENDED:

To be part caulked and part renewed. After peak tested after completion of repairs.

The rivets to be part renewed and part caulked. Seams to be recaulked and tanks tested after completion of repairs.

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FOUND:

ome leaky shell rivets
nd seams in way of Nos. 2
& 6 tanks.

me leaky shell rivets in
ackets to shell and
lkhead in Engine room
ward Portside.

leaky shell rivets in
ackets to shell and
heads in deep-tank
board side ford and
ward.

pieces of the guards over
steam pipes amidships
ide, out of place.

et of tarpaulins (six in
damaged.

lge suction pipe
ned at the flange
hold forward
le.

100 feet of bulwark
damaged.

even port glasses

RECOMMENDED:

To be rivets and seams caulked.

To be part caulked and part
renewed.

To be renewed.

To be replaced and made
good.

To be supplied new.

To be repaired.

To be repaired.

To be renewed.

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It was further recommended that all fittings found necessary to
turb or remove in order that the foregoing recommendations be
ried out, be afterwards replaced or made good.

The foregoing recommendations were made by the undersigned with
view of placing the vessel in as good condition as prior to the
ged damage.

It is estimated the repairs as above will take at Naples
t 4 days and cost complete, including dry dock, about THIRTY-
THOUSAND LIRES.

T. Gurel

Surveyor to Lloyds Register of Shipping.

Via A. Depretis No. 31.

Naples.

500.-Lires

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Referred to the Chief Ship Surveyor,
and the Chief Engineer Surveyor.

RAM.
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Log for Mr. S. A. Hill to note.
Referred to Mr. Mayne.

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