

24 MAR 1931

No. 10.592

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report

10

When handed in at Local Office

13th Mar 1931

Port of

Belfast

No. in
Reg. Book.

Survey held at

Belfast

Date, First Survey

1st JulyLast Survey 13th March 1931

75428 on the Wood, Iron or Steel

Sc. "KENNEBEC"

TONNAGE

Built at

Port Glasgow

By whom

R. Duncan & Co. Ltd.

When

1919

GROSS 5548

UNDER DEK. 4696

NET 3472

Owners

Anglo-American Oil Co. Ltd.

Manager

J. Hamilton

Owners' Address

(If not already recorded in Appendix to Register Book)

Port belonging to London

Surveyed Afloat or in Dry Dock? Both

Name of Dock Alexander D.D.

Destined Voyage

B=Cell D Bor D Ba

feet; uE&B

feet; f

feet

al capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Last Report, No.

12473

Port Brs

Periodical Surveys, when held, must be reported in detail and scrutiny in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined.

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Stiffening & repairs.

Now done. Vessel placed in dry dock. Bottom, keel & side shell scaled, examined and after tanks tested recoated. Rudder lifted, bushes & pintles renewed and rudder replaced in good order. Rudder main piece found fractured above & below 2nd arm. Fractures cut out and main piece built up with electric welding. Tiller found to be fractured vertically through box in way of forward keyway. Tiller renewed and new forging thickened in way of keyway. All cargo tanks generally examined internally and all cargo tanks & oil fuel tank tested under water pressure with an 8 ft head above tank lids. Fore & aft beams, No 1 & 2 eng & bls room double bottom tanks tested under water pressure to rule requirements. All tanks tested when vessel in dry dock.

Freeboard verified.

SUMMARY OF DAMAGE REPAIRS:—		Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—				
Renewed													
Removed and Faired or Repaired													
Faired or Repaired in place													
PRESENT CONDITION OF THE													
Decks	good.	State if Tanks have been examined inside				as above.		Dblig. Plates under Sounding Pipes		✓	Copper, or Y.M. of Wood Vessels	✓	
Caulking of Decks	✓	State if Tanks now tested				yes		Engine Room Skylights		✓	(State if on Vell).	When put on, Month	Year
Coamings	✓	Bulkheads				good.		Coal Bunkers, Open'gs, Lids, &c.		good.	Boats	good.	
Beams & Fastenings	✓	Ceiling				✓		Scuppers		✓	Masts, Yards, &c.	✓	
Outside Plating	good.	Cement or Asphalt (State which.)				yes		Cargo Hatchways		✓	Condition, how ascertained	from deck.	
Breasthooks	✓	Rudder				good		Hatches		✓	(State if wedges removed)	✓	
Transoms	✓	Steering gear and its connections				✓		Planking		of Wood Vessels	Sails	✓	
Frames	✓	Windlass				✓		Caulking		ditto	Equipment letter	2	
Reverse Frames	✓	Have Pumps now been examined and found efficient?				No.		Treenails		ditto	Anchors, No. of	38. 15.	
Longitudinals	✓	Have Sluice Valves now been examined and found efficient?				No.		Breasthooks & Stemson		ditto	Cables (State if now ranged)	No.	
Transverses	✓	Have Watertight Doors now been examined and found efficient?				✓		Transoms, Pointers, & Crutches		ditto	length (on board)	Stated correct.	
Floors	✓	Have Ventilators and their Coamings been examined and found efficient?				✓		Timbers of Frame at openings		ditto	Rule length	size	
Keelsons	✓							Ditto ditto at other places		ditto	Hawser & Warps	good.	
Stringers	✓							Stringers, Clamps & Shells		ditto	Standing and Running Rigging	✓	
Inner Bottom Plating	✓							Salting		ditto	(State if examined.)		

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is eligible in my opinion, to remain as classed in the Register Book, with fresh record of Survey 3,31.

FRI. 18 DEC 1931

Survey Fee (per Section 20)

Special Damage Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Fees applied for,

13th Mar 1931

Received by me,

7.5 1931

John K. Williams

TUE. 14 FEB. 1932

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI. 10 APR 1932

1000H Subject
Lam. oils in bulk &c
Fitted for oil fuel

FRI. 22 APR 1932

18 MAR 1932

FRI. 17 APR 1932

TUE. 31 MAY 1932

In duplicate registered? If so, to be sent to

Additional internal stiffening.Deep brackets connecting harbour deck & ship side transverses.

Face angles on harbour deck deep beams & ship side transverses Nos 32, 33, 35, 36, 37, 55, 57, 58, 60 & 61 port & starboard released as necessary and bracket extension plates .40 thick with 5" flange fitted and riveted as shown on enclosed sketch. Face bars to deep beams and transverses reset as found necessary and slip liners fitted to approval.

Deep brackets connecting bottom & ship side transverses.

Extension plates fitted as above to transverses Nos 35, 36, 37, 55, 57, 58, 60 & 61.

.46 thick and with diagonal stiffeners as shown on sketch. ($3\frac{1}{2} \times 3\frac{1}{2} \times .44$ angles).

Deep brackets connecting centre line bulkhead & bottom transverses.

Extension plates fitted as above to transverses Nos 55, 57, 58, 60 & 61.

Additional shell lugs to bottom & ship side transverses.

Additional shell attachment lugs fitted to connect ship side & bottom transverses Nos 31, 32, 33, 35, 36, 37, 55, 57, 58, 60 & 61 port & starboard to shell plating, from harbour deck to centre line. ($6 \times 6 \times .46$ angles. Double rivetted.)

Bottom intercostal girder shell bar.

Additional shell bars fitted to intercostal girders throughout Nos 2, 3, 4 & 5 cargo oil tanks and oil fuel bunker in way of C strake of plating port and starboard. ($3\frac{1}{2} \times 3\frac{1}{2} \times .44$).

Repairs & renewals.

Shell plates A10 port found to be fractured. Renewed.

" " E1 " fracture welded and doubling plate fitted. (Inside).

Upper deck doublers.

2nd strake of plating from centre line adjacent to boiler casing and coal bunker hatch port and starboard, doubled over approx 23 feet. After adjacent plate cropped at overlap and forward plate set down flush, doubling extended 2 feet over original after butt. Hatch corner bars renewed and doubling joggled over hatch and boiler casing foundation bars. Existing hatch corner doublings fractured at hatch corners. Existing doublings cropped back from hatch corner and new doubling overlapped. (new doublings approx $23' \times 82" \times .50$).

After eng room oil tight bulkhead.

Corner shoe angles connecting shaft tunnel to bulkhead and centre line bulkhead port & starboard renewed to existing butts in larger section & double rivetted.

Double shell foundation angles extending from centre line to bilge port & starboard cropped at staggered butts & renewed, double rivetted on both flanges throughout & butts welded & bars caulked throughout.

Four angle bar lugs connecting deep buttress brackets to bulkhead renewed & double rivetted.

Engine room side, Angle bar connecting inner bottom plating in way of well to bulkhead renewed from bilge to bilge & double rivetted.

Angle bar shoes connecting centre line DB tank girder to bulkhead renewed & double rivetted.

J.K.W.

W487-0156(213)

Lower Tween Deck Coal Bunker spaces amidships.

6x6x.50 vertical corner angles connecting engine room side casing to aft engine room bulkhead also $3\frac{1}{2} \times 3\frac{1}{2} \times .40$ angles connecting bunker deck to bulkhead renewed port & starboard with 6x6x.50 angle bars. New bars joggled & extended approx 2'-0" along shell plating, existing bar cut back to suit and all butts electrically welded.

Aft bulkhead No 5 oil cargo tank.

Boundary bars renewed.

No 3 tank.

Transverse division boundary bars renewed.

Engine room tank top.

On examination of engine room tank top it was found that the vertical angle bar supporting the eng room platform had penetrated the main engine foundation plate in twelve places. These holes were dressed up and welded and small doubling plates fixed to the feet of the bars and spot welded to the foundation plate.

The tank top plating was also found to be badly pitted, especially just away from the edge of the foundation plate. The tank however was found to be tight when tested under a full head of water after repairs had been finished and considered efficient. The owners' supt. stated that the pitted plates will be attended to at the special survey.

Miscellaneous.

76 bracket connecting angles to transverse bulkheads renewed.

Approx: 41,000 rivets renewed.

J.K.W.