

S/S THEOBALDIUS EX SILVER CREEK

Eight riveted crack arresting straps on hull bottom, sides and deck as per Todd's Drawing T2-1101-19 Aft 1 and approved April 20th, 1948, were fitted at this docking.

Bottom shell straps at 3'-4" outboard of Longitudinal bulkhead (P&S), of 40-8 lb plate at 12 1/2" wide of rivetted construction, 1" dia. rivets, four rows.

Side shell straps on F strake (P&S), 9" above longitudinal No. 12 of 40-8 lb. plate x 16 1/2" wide of riveted construction. 1" dia. rivets, six rows.

Side shell straps on J strake (P&S), 9" above longitudinal No. 3 of 40-8 lb. plate (midship bridge section 50 lb. plate) x 16 1/2" wide. 1" dia. rivets, six rows.

Deck straps at 18" outboard of longitudinal bulkhead (P&S), of 40-8 lb. plate x 12 1/2" wide of riveted construction. 1" dia. rivets, four rows.

All riveting with maximum spacing of 3 3/4". Strap butts welded as detailed on above drawing. Deck and hull plating cut by burning at the center of each strap. Stopper holes drilled at forward and after ends of cut, prior to burning.

Rat holes of 2" half circles cut in each transverse web.

Kingpost (P&S), deck doublers cropped and rewelded. Kingpost cut back on outboard side and flat section welded in. Outboard deck brackets (2) for Kingpost renewed, extending 18" outboard of original brackets.

On completion of work, all tanks tested and straps proven tight.

DAMAGE: (a) Small section of portable hand rail on aft deck (Starboard) washed overboard, was renewed at this docking and fitted in place.

(b) Collided with pier entering Punta Cardon and indented shell plating abaft break of poop, (portside), sheer strake and H 14 plates indented, no repairs effected at this docking.

(c) Leaving Swansea collided with locks and indented G 4 plate (Port bow), no repairs effected at this docking.

(d) While hoisting derrick on foremast, (P) gooseneck pin fractured, slightly damaging ships side rail and gangway. At this docking gooseneck pin renewed, rails and gangway repaired.

(e) Unknown damage recorded below, items 1 to 4.

(1) Found, indented H9(S) and longitudinals No. 12-13 and 14 in way, set in, longitudinals released and faired. Plate faired in place, completing repairs at this docking.

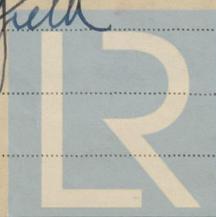
(2) Portside bilge keel buckled in way of No. 5 and 6 tanks, keel faired in place at this docking.

(3) Indented F 13 plate (P) was faired in place at this docking.

(4) Indented plates F-10, G-10, 12 and 13, H-11, 12, 13 and 14 (F), repairs postponed at the Owners representative's request, as the vessels seaworthiness, in my opinion, would not be affected, this was concurred with.

SPECIAL REASONS, LIST NO. 92: Fit oil gutterways in way of oil bunkers in E.R. not dealt with at this docking.

Bloomfield



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