



N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

Freeboard verified from certificate No. 26724 which is returned herewith: provisional certificate issued for six months pending issue of an International Load Line Certificate.

Fitting of riveted crack arresters on the decks, sides and bottom of vessel as per Todd's Drawing T2-1101-19 and approved April 20th, 1948, were fitted at this docking.

Bottom shell straps of 3'-4" outboard of longitudinal bulkhead (P&S), of 40-8 lb. plate at 12 1/2" wide of riveted 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 (mid-ship 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.

Repairs Wear and Tear

The following fractures were noted in way of wasted welding -

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight Ex. Stock, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

\*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per rule, Description, Makers of Cables, When and where tested and Superintendent.

- 2 fractures, 8" & 10" in bulkhead between No. 4 & 5 center tanks
2 fractures, 9" & 12" in bulkhead between No. 5 & 6 center tanks
2 fractures, 10" each in bulkhead between No. 6 & 7 center tanks
1 fracture, 7" in bulkhead between No. 7 & 8 center tanks
1 fracture, 8" in bulkhead between No. 8 & 9 center tanks
1 fracture 16" in bulkhead between No. 4 Cent. & No. 4 Port wing tanks
1 fracture 14" in bulkhead between No. 6 Cent. & No. 6 Port wing tanks
2 fractures 16" each in bulkhead between No. 7 Cent. & No. 7 Port wing tanks

(See Contn.)

S/S "THEODOXUS"

1 fracture 14" in bulkhead between No. 6 Cent. & No. 6 Stbd. wing tanks

1 fracture 18" in bulkhead between No. 9 Cent. & No. 9 Stbd. wing tanks

Drilled ends of each fracture, after which veed out and heavily rewelded. Where fractures have occurred in way of bulkhead brackets, brackets cropped, fitted and installed heavy "T" Bar sect. between brackets and bulkheads. All landings against bulkhead and on brackets heavily welded in conformance with Lloyd's requirements. All tanks tested and proven tight.

Cropped and part renewed shell plate No. 7 in 1st strake below (SS) approximate size of plate 14'-0" x full width of plate (86 3/4") x 3/4" thick.

Cropped and part renewed 3 longitudinal frames in way of the above damaged shell plate approximate size of longitudinal frame 12'-0" long.

The above damaged shell plate mentioned in Special Reasons List.

Anchors

Anchor shackle pins renewed of Lloyd's tested steel.

Port and starboard brake bands of windlass relined, windlass tested out and found satisfactory.

Rudder rewelded deteriorated areas on rudder blades, top pintles examined and nuts hardened up.

Deck handrails renewed or repaired where found necessary now placed in a satisfactory condition.

Standard compass on wheelhouse top with gyro repeater relocated on raised platform 3'-0" above deck, wheelhouse compass relocated 6" aft and 6" higher than original.

All to owners specifications.

Rudder diaper plate around the upper rudder stock renewed.

Striking plates fitted under sounding pipes in forward engine room double bottom tanks port and starboard sides.

Heating coil system tested and repairs carried out as found necessary.

Steam smothering lines tested, found or made satisfactory.

CO2 system reconditioned by W. Kidde Co.

Main cargo and stripping line system tested and repairs carried out as found necessary.

Special Reasons List No. 96

30 fathoms chain cable 1st opportunity have still to be complied with.

Cert. B issued, copy herewith.

