

4/12/20

WED DEC 15 1920
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LIVERPOOL

Continuation of Report No 81608 dated

on the

S/s 'Retmore'

in way of repairing deck plating, partly renewed and part repaired and refitted; the wood deck on top of Engineer's Stoppers accommodated round badly shamed and leaking, the Owners have now replaced this with steel plating, and wood sheathing. After wheel house, two after end plate and the Stoppers in way renewed, one top plate and two beams renewed, several beams & top plating in way set fair in place & an additional Stanchion fitted there. Bidge kept fair.

Damage reported to in Hindley's Rep't. 10232 on Starboard side forward, the indented plate, in B.C. & D. Stakes fair in place.

Damage reported to in Baltimore Rep't. 2795 on Starboard Quarter, two end plate, and one buttweld plate removed fair and refitted; one buttweld plate, stringer plate and framework fair in place; two angle and buttweld Stanchions fair and refitted.

It was arranged with the Owners to fit, the following additional Stopping, viz, in way of the tween decks, above the deep tanks, the round iron wing pillars removed and built pillars substituted; a number of additional angle ties and gusset plates fitted, at the tank margin in way of Nos 1-2 and 6 hold; double big angles fitted ^{to} the brackets, at side stringers in way of all W.T. bulkheads, except at the collision and tube bulkheads.

Alterations. This vessel is now being arranged for burning oil fuel, and the necessary alterations have now been partly made; the oil is to be carried in the double bottom tanks, except in way of the tank below the Engineer, which is retained for fresh water; copper dunnage fitted at fore & after ends of the Engine room tank; the center girder in D.B. tanks made practically W.T. except in way of the fore & after tanks; the man hole covers all renewed with plate & studs and asbestos joining; ceiling in hold laid on transverse battens leaving a 2 in air space; sounding and air pipes fitted to the double

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from tanks and Coffinams, air pipes extend above
the weather deck and are fitted with patent- Davis
tops; all pipes passing through the tanks are of
steel; the wood beams, for the E.T.D. platforms
have been partly removed and replaced with
steel; Steam fire extinguishing installation fitted
below the Boilers; a well formed in steel bulk
& engine room, for drainage from oil tanks
and settling tanks; the D.T. tanks are tested
above the weather deck, and with the ex-
ception of the new W.T. floor fitted at after-
end of tank below Boilers, all found tight.
The alterations have been carried out in
accordance with the approved plans, the
Secretary's letter, and Section 49 of the Rules.

To complete the alterations, the new W.T. floor
at after end of tank below Boilers to be made tight
and tank tested; wood work in way of the
steel forward Boilers to be removed & replaced
with steel; ventilation in way of settling
tanks & oil fuel units to be completed.

James Bradley



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