

- 1) 'G' & 'H' strake plates of shell in way Engine and Boiler room starboard side.

Examined but considered efficient meantime.

- 2) 'F', 'G' & 'H' strake plates in way Fore Peak and No. 1 hold (P&S)

Examined. No repairs done on this item; owners' representative want this done some other time.

- 3) Buckled floors in Nos. 2, 3, 4 & 7, double bottom tank.

Not examined.

- 4) Watertight floors No. 6 double bottom/C.D. & C.D./No. 7 double bottom Tank.

Not examined.

- 5) Shell frames in fore peak tank (P. & S.).

Examined & found still efficient. Nothing was done at this time.

- 6) Fore peak tank top plating, also part in way of chain locker.

Tank top plating appears still efficient. Part of chain locker.

Holed centre line plate in chain locker part doubled about 1 foot square 3/8 plate.

- 7) Shell frames in No. 3 lower hold (P.&S.) and in Engine Room.

Examined & considered remaining efficient.

- 8) Bottom end brackets of hold frames (P. & S.)

Upper (weather deck plating, especially in way winches, steam pipes, etc.

Examined generally but still efficient except the following:-

3 frame brackets port side fore of No. 3A bulk-head portside fractured. Nothing done at this time.

- 9) Deckhouses plating, hatch, coamings, ventilator coamings, air pipe goose necks. 'Tween deck stringer plates and chock plates, also 'tween deck plating in way of bulkheads.

Deteriorated <sup>tween</sup> deck margin plates renewed in all holds.

Nothing done in deck house plating.

Not completed ventilator coamings

2 on boat deck port side for renewal.

3 on boat deck stbd side for renewal.

3 on poop deckhouse for renewal

1 air pipe abreast masthouse between Nos. 4 & 5 hatch corroded & holed.

Aft hatchway port hole cover glasses on top of poop deck house to be renewed & sections of coaming for cropping & renewing.

- 10) Lower end of WT tween deck bulkheads, WT bulkheads at lower ends, especially in way of limbers.

Examined but considered still efficient.



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004369-004373-0052 1/3



- 11) WT bulkheads (completely) between Nos. 2 & 3 holds 3 and 3A hold and boiler room.

No. 2 & 3 holds examined & 3 and 3A. Repairs done per attached List.

- 12) Forward OF bulkhead of OF Deep Tank No. 4 Hold P.S. (cement boxes).

Cement box fitted between port deep tank & aft bulkhead of engine room now removed & holed section patched on the engine side and doubler (2 ft x 1 ft x 3/8") welded on the deep tank side. Tank pressure tested & found in order. Stbd. Deep Tank not examined. ✓

- 13) Set in bulkheads of DT No. 4 hold (P. & S.)

Port tank examined internally. No notice of set in bulkhead. Stbd side not examined.

- 14) Buckled stiffener bottom end brackets in DT (S.S.)

Not examined.

- 15) Inner bottom plating in No. 4 Hold (P.&S.) thin.

Examined but considered still efficient.

- 16) Lower end of centre line bulkheads in holds with stiffeners.

No. 1 Hold (Lower):

Badly buckled bulb angle stiffener on after centre bulkhead cropped, faired & re-welded almost whole length.

Three (3) horizontal brackets fitted over on both sides.

Plating adjacent to the bulb angle stiffeners part renewed 1 foot across to almost full height of bulkhead (about 11 ft).

Cropped & part renewed lower section of aft centre line bulkhead about 2 feet above tank top.

Ford centre line bulkhead part renewed bottom section 1 foot & 3 feet across.

No. 2 Hold

Aft centre line bulkhead renewed about 1½ foot from tank top almost total length.

- 17) Portable hatch beams 'tween decks & upper decks

39 pieces of beams faired up due buckled or wavy angle top & lower sections.

- 18) Ceiling under hatchways No. 1, 2 & 4 holds.

New ceiling boards fitted to Nos. 1, 2 & 4 holds square of the hatch.

- 19) Top plating of aft peak tank.

Aft peak tank - Doubler fitted in way of crew accommodations about 8 ft. x 5 ft x 3/8.

- 20) Under deck girder in Boiler Room stbd side.

Considered efficient meantime.



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0052 2/3



21) Chain Locker Centre line bulkhead.

(Frames 140-134) cropped out & part renewed, holed & thinned plating 5/16" x 8" x 7'-0 plate. ✓

22) Standing Rigging of masts.

Two fore stays renewed with ship's spares.

23) Weather deck hatchways, horizontal stiffeners, brackets underneath cleats & battens.

Considered efficient meantime.

24) Boat deck, deck house walls on boat deck fiddley & ER top.

Cement boxes on the portside of engine casing & mid-ship deck house still outstanding.

25) Windlass cable lifters.

Now reversed in position with worn out side sprockets not bearing on the anchor chain. Windlass tested & found in order.



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0052-3/3