



"THISTLEMUIR".

NOW DONE FOR DAMAGES.

Vessel placed in dry dock, bottom and rudder cleaned examined and re-coated. Shell and Holds examined in way of alleged damages.

DAMAGE "A" REPAIRS EFFECTED :-

Cement boxes Port and Starboard in No. 2 Hold removed and defective shell rivetting in way renewed.

DAMAGE "B" REPAIRS EFFECTED :-

SHELL (P.S.) No. 2, 3 and 4 plates from forward in 2nd Strake below sheer, faired in place.

From Ford. No. 12 Shell frame cropped and part renewed.

No. 12 Frame foot bracket removed, faired and refitted.

Repairs hose tested and found satisfactory.

DAMAGE "C" REPAIRS EFFECTED :-

1 Tank Top plate (S.S.) in No. 1 Hold Renewed, Double Bottom Tank in way tested and found satisfactory.

DAMAGE "D" REPAIRS EFFECTED :-

SHELL (S.S.) 'H' 5 and 6 Removed, faired and refitted.

From Ford. 'J' 4 and 5 and 'G' 5 Faired in place.

Bulkhead wing plate in way cropped and part renewed.

Bulkhead boundary bar in way cropped and part renewed.

Shell Frames No. 10, 11, 12, 13 Faired in place.

Contd....

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 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, Where and when tested and Superintendent.

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

"THISTLEMUIR".

DAMAGE "D" REPAIRS EFFECTED :- (Contd)

SHELL (P.S.) 'H' 5 and 6 Removed, Faired and refitted.

From Aft. 'J' strake in way faired in place.

Repairs Hose Tested and found satisfactory.

DAMAGE "E" REPAIRS EFFECTED :-

SHELL (S.S.) 'G' 1 and 5 faired in place and 2 frames in way

From Ford. Faired in place.

(P.S.) 'H' 13 and 14 Removed faired and refitted.

Repairs Hose Tested and found satisfactory.

DAMAGE "F" REPAIRS EFFECTED :-

Bilge Keel (P.S.) approx. 36'-0" removed, faired and refitted.

" " (S.S.) " 6'-0" " " " "

DAMAGE "G" REPAIRS EFFECTED :-

SHELL (P.S.) 'H' 4 and 5 from aft and 2 Frames in way faired in place.

Repairs Hose tested and found satisfactory.

NOW DONE FOR SPECIAL SURVEY :-

Examined Vessel in dry dock, bottom and rudder cleaned, examined and re-coated.

Examined :- Holds, decks, 'tween decks, engine and boiler spaces, under engines and boilers, bunkers (now Oil), chain locker, anchors and cables, fore peak internally, fore peak spaces, after peak tank internally, after peak spaces, all D.B. tanks internally, deep tank plating under sidelights, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, air and sounding pipes, masts, rigging (wedges removed), windlass, steering gear, ventilators, pumps, W.T. Doors, equipment, freeboard and boats, all found or placed in good condition.

All D.B. Tanks, deep tank, fore and after peak tanks and Oil Fuel

Bunkers tested.

It was not considered necessary to drill the shell plating.

W. & T. REPAIRS.

Rudder lifted, examined and replaced in good order.

Anchors and cables ranged and a few slack studs hardened up.

A number of hatch covers renewed.

Portlights and door locks overhauled and made good.

A few odd shell rivets caulked.

24 Vent covers renewed.

A number of minor repairs effected.

A Renewal Freeboard Survey has been held and Report forwarded.

Rigging examined and placed in good order, bulldog grips removed and rigging spliced (see Report).

OIL FUEL CONVERSION.

The vessel has now been converted from Coal to Oil Burning.

Contd.....

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Lloyd's Register Foundation

"THISTLEMUIR".

OIL FUEL CONVERSION (CONTD.)

NOW DONE:-

No. 2 and 3 Double Bottom Tanks are now to be used for Oil Fuel and Heating Coils have been installed, the manhole covers have been fitted with Oil-tight jointing and the seams of the No. 2 Tank top plating have been welded.

All the necessary air, filling and suction pipes have been fitted to Rule requirements.

The deep tank aft is also to be used for Oil Fuel, and heating coils have been supplied, necessary air, filling and suction pipes have been fitted to Rule requirements, the after bulkhead has been fitted with wood sparring and an Oil drip gutterway provided across the D.B. Tank top.

The Cross Bunker between frames 86/93 has now been adapted for Oil Fuel in accordance with the approved plan, heating coils have been fitted and the fore bulkhead has been sheathed with wood sparring, all necessary air, filling and suction pipes, drip trays and gutterways have been fitted to Rule requirements. All Air pipes to Oil Fuel compartments have been fitted with gauzes.

Cross Bunker, Deep Tank and No. 2 and 3 D.B. Tanks tested on completion and found satisfactory.

PER S.R.L.

The indented plating etc. (P. & S.) has now been dealt with, and it is recommended that this item be deleted from the S.R.L.

The vessel has a few minor indents in the shell which do not in my opinion merit recording.

The defective shell rivetting etc. (P.S.) in way of No. 2 lower hold has now been dealt with and it is recommended that this item also be deleted from the S.R.L.

The vessel was examined in dry dock for grounding, see New York Report 47589 of February, 1947, and no damage was found.

