

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 4th Aug. 1943 When handed in at Local Office 4th Aug. 1943 Port of MOBILE, ALABAMA
No. in Survey held at MOBILE Date, First Survey 18th Nov. '42 Last Survey 1st April 1943
Reg. Book. (No. of Visits 50)

32693

~~STEEL~~ on the ~~MOBILE~~ Steel M.V. "SAN ELISEO"
Tonnage - 8042 Built at Port Glasgow By whom Lithgows, Ltd. When 1939 MONTH 2
GROSS 8042 Owners Eagle Oil & Shipping Co., Ltd. Owners' Address -
UNDER DEK. 7228 Managers - Port belonging to London
NET 4786

Surveyed Afloat or in Dry Dock? both Name of Dock Ala. D.D. & S.B. Co. Destined Voyage -
Cell/D/B/D/Ba feet u&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 117806 Port Liv.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER: * For Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
* 100 A1 1,42	* LMC 2,39 T.S. CL
Carrying petrol- eum in bulk.	

OIL ENGINE
MACHINERY SURVEYED
ft. 5 ins.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he rendered his services for this purpose and to whom and why they were declined report attached

Was a damage report made by anyone else? if so, by whom? Underwriters.

REPAIRS, OR EXAMINATION AS PER RULE, FOR COMPLETION S.S.No.1, DAMAGE, REPAIRS, ANNUAL FREEBOARD.

SPECIAL SURVEY No.1
Vessel placed on drydock, bottom and rudder cleaned, examined, found or placed in good condition recoated.

Work generally, with shell plating, internals, longitudinal and transverse bulkheads, tank tops, casings, under sidelights, superstructures, holds, pumprooms, cofferdams, machinery and other spaces under boilers, forepeak spaces, fore peak, after peak, fore deep tank, fuel oil tank and all double bottom tanks internally, masts, spars, rigging, anchors, chain cables, in locker, hatchways and covers, ventilators and their coamings, equipment generally, steering gear and connections, windlass, cargo pumps, air and sounding pipes, shell in way of strums examined found or placed in good condition.

Fore peak, fore deep tank, after peak, fuel oil and settling tanks, double bottoms, all cargo tanks and cofferdams tested with water according to Rule requirements and found or placed in good condition.

NATURE OF DAMAGE REPAIRS :-	Trans. Deck						Other Items :-	
	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.		Dk. Plates.
Renewed	59	54		34	57		13	Bulk, stiffens, etc.
Removed and Faired or Repaired	11	49		1	14		1	" " "
Faired or Repaired in place	22	3			7		12	" " "

GENERAL CONDITION OF THE	good		good		good	
	of Decks	Bulkheads	Engine Room Skylights	Copper or Y.M.	When fitted, Month	Year
Fastenings	Ceiling	Coal Bunkers, Openings, Covers, &c.	(State if on plate)	good	good	Masts, Yards, &c.
Plating	Cement or Asphalt	Oil Bunkers	Condition, how ascertained	examination	examination	Condition, how ascertained
in way of sidelights	Rudder	Scuppers	(State if wedges removed.)	Equipment letter	C-2/3	Equipment letter
Frames	Steering gear and its connections	Cargo Hatchways	Equipment letter	3B 1S	3B 1S	Anchors, No. of
Internals	Windlass	Hatches	Equipment letter	yes	yes	Cables (State if now ranged)
Structures	Have pumps been examined and found efficient?	Planking	Equipment letter	300	2-1/8"	length
Bottom Plating	Have Sluice Valves been examined and found efficient?	Caulking	Equipment letter	300	2-1/8"	mean diamr.
Tanks examined internally?	Have Watertight Doors been examined and found efficient?	Treenails	Equipment letter	300	2-1/8"	Rule length
Tanks tested?	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Equipment letter	good	good	Chain Locker
	Have Ventilators and their Coamings been examined and found efficient?	Transoms, Pointers & Oratches	Equipment letter	good	good	Hawsers & Warps
	Air and Sounding Pipes	Timbers of Frame at openings	Equipment letter	good	good	Standing and Running Rigging
	Doubling Plates under Sounding Pipes	Stringers, Clamps & Shelves	Equipment letter	good	good	Sails
		Salting	Equipment letter	good	good	

General Observations, Opinion as to Class, Recommendation, &c.:— This vessel, so far as State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."
is now in good condition and eligible in our opinion to remain as classed with fresh record of survey 3,43 and notation of S.S.Mob.No.1-43 in the Register Book.

Fee (per Section 20)	\$ 240.00
Damage or Repair Fee (if any) (per sec. 20)	£ 1600.00
Travelling Expenses (if chargeable)	£ 50.00
Check Openings & Rpt.	£ 25.00
Second Surveyor's Fee (if any) L.V. & S. Fees	£ 30.00
Committee's Minute	28.2.43, 21 & 31.3.43

Fees applied for, Aug. 4, 1943
Received by me, J.C.S. McKenzie

J.C.S. McKenzie
Surveyor to Lloyd's Register of Shipping.



Character Assigned 4, 43 MOB.
S.S. MOB. NO. 1-43, + LMC, 4, 43.
D.B.S. 4, 43. T.S. 3, 43.
Without build.
9/11/43

Is Certificate required? If so, to be sent to

M.V. "SAN ELISEO"

Chain cables ranged 300 fathoms 2-1/8" Tayco stud link chain cable and anchors examined and found or placed in good order. Each shot of chain cable nearest anchor removed to bitter end in accordance with a company policy at the request of the Owners' Representative. Four new keeper bolts for anchor pins renewed. Chain locker cleaned, examined, found in good order and recoated.

DAMAGE stated to have been sustained:-

- (1) by vessel grounding at Heysham, England, 29th December 1941.
 - (2) by vessel in collision with M.V. "EMPIRE SAPPHIRE" at Curacao, D.W.I., 28th February 1942.
 - (3) by vessel encountering enemy action 18th and 19th May 1942.
- For further particulars see vessel's log books.

DAMAGE REPAIRS

1st ACCIDENT

Shell Plating (Plates numbered from aft)

Keel Strake - Plate No.17 removed, faired and refitted.

Port Side

"A" Strake - Plates Nos.17 and 18 released and faired in place.

"B" Strake - Plate No.18 released and faired in place.

Starboard Side

"B" Strake - plate No.15 released and faired in place.

"C" Strake - Plate No.14 released and faired in place.

2nd ACCIDENT

Shell Plating (Plates numbered from forward)

Starboard Side

"M" Strake - Plate No.3 released and faired in place.

Main Sheer - Plate No.3 released and faired in place.

Deck - Stringer plate No.2 released and faired in place.

Port Side

"M" Strake - Plate No.2 released and faired in place.

Hand rails and stanchions faired and repaired as required.

3rd ACCIDENT

Shell Plating (Plates numbered from aft)

Keel Strake - Plate No.12 renewed.

Plate No.13 removed, faired and refitted.

Plates Nos.11 and 14 released and faired in place.

Starboard Side

"A" Strake - Plates Nos.12,13 and 14 renewed.

Plates Nos.8 and 9 released and faired in place.

"B" Strake - Plates Nos.7,10,11,12 and 13 renewed.

Plates Nos.6,8 and 14 removed, faired and refitted.

"C" Strake - Plates Nos.7,8,9,10,11 and 12 renewed.

Plates Nos.3,4 and 5 removed, faired and refitted.

Plate No.6 released and faired in place.

(cont'd below)

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.		TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs. lbs.	Tons	Owts.	qrs.	lbs.	Owts.			
	1st Bower										
	2nd "										
	3rd "										
	Collective Weight.										
	Steam										
	Kedge										

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

CHAIN CABLES.

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.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

- "D" Strake - Plates Nos.9,12,13,14,15 and 16 renewed. Plate No.10 removed, faired and refitted. Plates Nos.8 and 11 released and faired in place.
- "E" Strake - Plates Nos.7,8,11,12,13,14 and 16 renewed. Plates Nos.9 and 10 released and faired in place.
- "F" Strake - Plates Nos.8,9,12,13 and 14 renewed. Plates Nos.7,10 and 11 released and faired in place.
- "G" Strake - Plates Nos.7,8,11,12,13 and 14 renewed. Plate No.9 removed, faired and refitted.
- "H" Strake - Plates Nos.8,9,10,12,13 and 14 renewed. Plate No.7 released and faired in place.
- "J" Strake - Plates Nos.8,9,13 and 14 renewed. Plate No.12 removed, faired and refitted. Plate No.10 released and faired in place.

J.C. SMITH (cont'd)

- "K" Strake - Plates Nos.8,9 and 10 renewed. Plates Nos.13 and 14 faired in place.
- "L" Strake - Plate No.12 removed, faired and refitted. Plates Nos.13 and 14 released and faired in place.

Port Side

"A" Strake - Plate No.13 renewed.

"B" Strake - Plates Nos.10,11 and 12 renewed.

"C" Strake - Plate No.9 renewed.

Plate No.7 released and faired in place.

"D" Strake - Plate No.4 renewed.

"E" Strake - Plate No.13 renewed.

Plate No.14 released and faired in place.

"J" Strake - Plates Nos.14 and 15 released and faired in place.

Bilge Keel

Starboard Side

Approximately one hundred and fifty-five (155) feet of bilge keel plate and connecting bar renewed.

Approximately one hundred and twenty (120) feet of bilge keel plate and connecting bar removed, faired and refitted.

Port Side

Approximately ten (10) feet bilge keel plate and connecting bar cropped and part renewed.

Deck Plating (Numbered from aft)

"A" Strake (Centreline) - Plates Nos.6 and 12 faired in place.

Starboard Side

"B" Strake - Plates Nos.6,11 and 12 partly released and faired in place.

"C" Strake - Plates Nos.7,8 and 13 renewed.

Plate No.12 cropped and part renewed.

Plate No.14 removed, faired and refitted.

"D" Strake - Plates Nos.6,7,10 and 11 renewed.

Plate No.12 released and faired in place.

"E" Strake - Plates Nos.9,10,13,14 and 15 renewed.

Plates Nos.11 and 16 partly released and faired in place.

Port Side

"B" Strake - Plate No.12 faired in place.

"C" Strake - Plate No.13 faired in place.

"E" Strake - Plates Nos.15 and 16 faired in place.

INTERNAL DAMAGE

No.8 Starboard Cargo Tank

After Transverse Bulkhead

The inboard, centre and outboard vertical plates and the bottom horizontal plates renewed.

The top, shell and bottom bounding angles in way of the above plates renewed.

One 9" vertical stiffener and one 10" vertical stiffener renewed.

Four 10" vertical stiffeners removed, faired and refitted.

Five brackets with attachments renewed.

One shelf plate with attachments renewed.

One shelf plate with attachments removed, faired and refitted.

Longitudinal Bulkhead

One shelf plate removed, faired and refitted.

One cruciform and two vertical plates renewed.

One bottom horizontal plate cropped and part renewed.

Three vertical stiffeners with brackets and attachments renewed.

Shell Frames

Six vertical shell frames cropped, removed, faired and refitted.

Two bottom longitudinal frames cropped, removed, faired and refitted to place.

Two bilge brackets removed, faired and refitted.

Access ladder faired in place and resecured.

No.8 Centre Cargo Tank

The inboard, centre and outboard vertical and bottom horizontal plates with bounding angles in way, also four vertical stiffeners top and bottom shelf plates partly released as required, faired in place and riveted.

Cofferdam between Frames 132 & 133 and Forward Pump Room

Starboard Side

After Transverse Bulkhead

The inboard, centre and outboard vertical and bottom horizontal plates renewed.

Four shelf plates with attachments renewed.

Seventeen short bulb angle stiffeners, each about three feet long, renewed.

Top, shell and bottom bulkhead bounding angles renewed.

The entrance frame and plate in way in the longitudinal bulkhead renewed.

Approximately one hundred and nine (109) feet bulkhead bounding angle renewed.

The entire false bottom in pumproom with angles and attachments renewed.

Floor plates and supporting angles renewed.

Four sections of gratings renewed.

Ladder and handrails (approximately 36 feet) renewed.

Five deck stiffeners, each about 3 feet long, with brackets and attachments renewed.

Cargo and stripping pump foundations faired as required and riveted.

(P.T.O.)

J.C. SMITH

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No.7 Starboard Cargo TankForward Transverse Bulkhead

Five vertical bulb angle stiffeners with top and bottom brackets and attachments renewed.
Two sections of shelf plates with bulb angle stiffeners, brackets and attachments renewed.

Approximately one hundred and ten feet of inboard, shell, top and bottom bulkhead bounding angle renewed.

After Transverse Bulkhead

The inboard, centre and outboard vertical and bottom horizontal strake plates renewed.
The bulkhead bounding angle bars in way of the above renewed.

Longitudinal Bulkhead

One cruciform plate, three vertical plates and three horizontal bottom plates renewed.
Eleven bulb angle vertical stiffeners, along with their top and bottom brackets and attachments, renewed.

Approximately sixty-two feet of deck and shell bounding angle bars renewed.

Top and bottom shelf plates with brackets, stiffeners and angle attachments renewed.

Shell Frames

Eleven vertical shell frames with top and bottom brackets renewed.

Top and bottom shelf plates on shell with brackets, stiffeners and attachments renewed.

Three bottom longitudinal frames with brackets renewed.

Two bottom transverse frames with stiffeners, shell connections, face bars etc. renewed complete.

Four intermediate transverse girders with attachments renewed complete.

Deck Beams

Two main deck girders with brackets, stiffeners and attachments renewed.

Five bulb angle deck beams with brackets and attachments renewed.

Ladder

Steel ladder renewed complete with hand rails.

No.7 Centre Cargo TankForward Transverse Bulkhead

Five vertical plates on lower section cropped and part renewed.

One horizontal plate renewed.

Six vertical stiffeners cropped and part renewed and bottom brackets with attachments renewed.

One vertical stiffener removed, faired and refitted.

Bounding angle bars renewed.

Two shelf plates with stiffeners, brackets and attachments renewed.

Framing

Three bottom longitudinal frames with brackets renewed.

Three bottom longitudinal frames with brackets removed, faired and refitted.

Centre keelson with stiffeners, brackets, face bars and attachments renewed complete.

Two bottom transverses with stiffeners, face bars and attachments renewed.

Deck Beams

Two transverse deck girders with brackets and attachments renewed complete.

Seven bulb angle deck beams with brackets and attachments renewed complete.

Ladder

Steel ladder renewed complete with hand rails.

No.7 Port Cargo TankLongitudinal Bulkhead

One cruciform plate, three vertical plates and two bottom horizontal plates renewed.

Four bulb angle vertical stiffeners cropped and part renewed, with brackets and attachments renewed.

Seven vertical stiffeners removed, faired and refitted.

Approximately sixty-two feet of deck and shell bounding bar renewed.

Top and bottom shelf plates with stiffeners and attachments renewed.

After Transverse Bulkhead

One vertical plate renewed.

Approximately seven feet of bounding bar in way of the above plate renewed.

Forward Transverse Bulkhead

One vertical stiffener cropped and part renewed and bracket in way renewed.

Frames

Three longitudinal bottom frames with bracket connections faired in place and riveted as required.

Three vertical side frames cropped and part renewed and bottom brackets renewed.

Two sections of shelf plates on shell with brackets and attachments renewed.

Ladder

Steel ladder and hand rails faired as required and three missing treads renewed.

No.6 Starboard Cargo TankForward Transverse Bulkhead

Five vertical bulb angle stiffeners approximately thirty-six feet long, each with top and bottom brackets, renewed.

Two sections of shelf plate with stiffeners, brackets and attachments renewed.

Approximately one hundred and nine feet of inboard, shell and top and bottom angle bounding bar renewed.

After Transverse Bulkhead

Inboard, centre and outboard vertical and bottom horizontal plates renewed.

Approximately one hundred and nine feet of inboard, shell, top and bottom bounding angle renewed.

Five vertical stiffeners with their top and bottom brackets renewed.

Two shelf plates with stiffeners, brackets and attachments renewed.

Longitudinal Bulkhead

One cruciform, three vertical and one bottom horizontal plate renewed.

Two plates removed, faired and refitted.

Eleven bulb angle vertical stiffeners with their top and bottom brackets renewed.

Approximately sixty-two feet of shelf plate with stiffeners, brackets and attachments renewed.

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Shell Frames

Eleven shell frames, with their top and bottom brackets renewed.

Top and bottom shelf plates on shell, with their stiffeners, brackets and attachments, renewed.

Three bottom longitudinal frames with brackets renewed.

Two bottom transverse deep frames with stiffeners, attachments and face bars renewed complete.

Four intermediate transverse girders with attachments renewed.

Deck Beams

Two deck girders with their brackets, stiffeners and attachments renewed.

Five bulb angle deck beams with their brackets renewed.

Ladder

Steel ladder with hand rails renewed complete.

No.6 Centre Cargo TankForward Transverse Bulkhead

Five vertical and one bottom horizontal plates renewed.

Seven vertical stiffeners with top and bottom brackets and attachments renewed.

Bulkhead bounding angles renewed.

Two shelf plates with angle stiffeners, brackets and attachments renewed.

After Transverse Bulkhead

Five vertical and one bottom horizontal plate renewed.

Seven vertical stiffeners with top and bottom brackets renewed.

Bulkhead bounding angles renewed.

Two shelf plates with angle stiffeners, brackets and all attachments renewed.

Shell Frames

Three bottom longitudinal frames with brackets and attachments renewed.

Three bottom longitudinal frames with brackets and attachments removed, faired and refitted.

Centre keelson with stiffeners, brackets, face bars and attachments renewed complete.

Two bottom transverses with stiffeners, face bars and attachments renewed complete.

Deck Beams

Two transverse deck girders with brackets, stiffeners and attachments renewed.

Seven longitudinal deck beams with brackets and attachments renewed.

Ladder

Steel ladder with hand rails renewed complete.

No.6 Port Cargo TankLongitudinal Bulkhead

One cruciform plate renewed.

Bottom horizontal plate removed, faired and refitted.

Six vertical stiffeners cropped, part removed, faired and refitted.

Bottom shelf plate with all attachments removed, faired and refitted.

Approximately thirty-one feet of bulkhead bounding angle cropped and part renewed.

After bulkhead plates released, faired in place and riveted.

Five vertical stiffeners cropped and part renewed.

No.5 Starboard Cargo Tank

Approximately one hundred and nine feet of forward bulkhead, inboard bulkhead, top, shell and bottom bulkhead bounding angles renewed.

Shell Frames

Three side frames with brackets renewed.

Eight side frames, with brackets, removed, faired and refitted.

Two shelf plates with stiffeners, brackets and attachments renewed.

Longitudinal Bulkhead

One vertical plate released, faired in place and riveted.

The bottom horizontal plate at the forward end released, faired and refitted.

Five vertical bulb angle stiffeners with top and bottom brackets renewed.

Six vertical bulb angle stiffeners with top and bottom brackets removed, faired and refitted.

Shelf plate stiffeners on longitudinal bulkhead, forward end, cropped and part renewed at their forward end, together with attendant brackets, stiffeners and attachments.

The two after sections of the above shelf plates removed, faired and refitted, together with their brackets, stiffeners and attachments.

Shell Frames

Three bottom longitudinal frames with brackets and attachments renewed.

Forward bottom transverse frame with stiffeners, face bars and attachments renewed complete.

Deck Beam

Forward deck transverse girder with attendant brackets, stiffeners and attachments, renewed.

After deck transverse girder with attendant brackets, stiffeners and attachments cropped and part renewed.

Three bulb angle deck beams at forward end cropped and part renewed with brackets in way.

Two bulb angle deck beams removed, faired and refitted with brackets in way.

Ladder

Steel ladder removed, repaired as required, refitted to place with one new hand rail and two new stanchions.

No.5 Centre Cargo Tank

11 bottom longitudinal frames released as required, faired in place and riveted.

Deck Beams

even deck beams forward end released, faired in place and riveted.

No.4 Starboard Cargo TankAfter Transverse Bulkhead

Three plates, five vertical stiffeners, top and bottom shelf plates and five bottom brackets released, faired in place and riveted as required.

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No.3 Starboard Cargo TankForward Transverse Bulkhead

The inboard, centre and outboard vertical plates also bottom horizontal plate renewed. Five bulb angle stiffeners with top and bottom brackets renewed. Approximately one hundred and nine feet of bulkhead shell bounding angle renewed. Two shelf plates with stiffeners, brackets and attachments renewed.

After Transverse Bulkhead

The inboard, centre and outboard vertical plates, also bottom horizontal plate renewed. Five bulb angle stiffeners with top and bottom brackets renewed. Approximately one hundred and nine feet of bulkhead bounding angle renewed.

Longitudinal Bulkhead

One cruciform, three vertical and two horizontal plates renewed. Eleven bulb angle stiffeners with top and bottom brackets renewed. Four bulb angle stiffeners with top and bottom brackets removed, faired and refitted. Approximately eighty-one feet of bulkhead bounding angle renewed. Top and bottom shelf plates with stiffeners and attachments renewed complete.

Shell Frames

Six side shell frames with top and bottom brackets renewed. Four side shell frames lower section cropped and part renewed with brackets. Two bottom longitudinal frames with brackets renewed. One bottom longitudinal frame with bracket removed, faired and refitted. Three bottom transverses with stiffeners, shell clips and face bars renewed complete. Six intermediate transverses with attachments renewed.

Deck Beams

Three main deck transverse girders with attachments renewed complete. Four bulb angle deck beams with brackets renewed. One bulb angle deck beam with brackets removed, faired and refitted.

Ladder

Steel ladder with hand rails renewed complete.

No.3 Centre Cargo TankAfter Transverse Bulkhead

Five vertical plates and one horizontal bottom plate partly released, faired in place and riveted. Seven vertical stiffeners with top and bottom brackets released, faired in place and riveted. Two shelf plates with angle stiffeners, brackets and attachments released, faired in place and riveted.

Forward Transverse Bulkhead

Starboard section of bottom horizontal plate cropped and part renewed. Five vertical plates released, faired in place and riveted. Two vertical stiffeners with top and bottom brackets removed, faired and refitted. Starboard section of the top and bottom shelf plates with brackets removed, faired and refitted. Bulkhead bounding angles faired in place.

Shell Frames

Three bottom longitudinal frames with brackets removed, faired and refitted. Three bottom longitudinal frames released, faired in place and riveted. Two bottom transverses on starboard side of keelson with stiffeners, face bars and attachments renewed complete. The centre keelson released and faired in place.

Deck Beams

Two transverse deck girders on starboard side renewed. Two deck beams with fore and aft brackets renewed. One deck beam with brackets removed, faired and refitted.

Ladder

Steel ladder removed, faired and repaired as required with new hand rails.

No.2 Starboard Cargo TankForward Transverse Bulkhead

Two shelf plates with stiffeners, brackets and attachments renewed complete.

After Transverse Bulkhead

The inboard, centre and outboard vertical plates and the bottom horizontal plate released, faired in place and riveted. The top and bottom shelf plates with their stiffeners, brackets and attachments removed, faired and refitted. The bounding angles to the above bulkhead faired in place.

Longitudinal Bulkhead

The forward vertical plate cropped and part renewed. Two vertical plates and two horizontal plates released, faired in place and riveted. Eight bulb angle stiffeners with top and bottom brackets renewed. Three bulb angle stiffeners with top and bottom brackets removed, faired and refitted. Top and bottom shelf plates with their brackets, stiffeners and attachments renewed complete. Approximately forty-six feet of bulkhead bounding angle renewed.

Shell Frames

Six side shell frames with top and bottom brackets renewed complete. Five side shell frames with top and bottom brackets removed, faired and refitted. The shelf plates on side plating with stiffeners and attachments renewed complete. Two bottom longitudinal frames with their brackets renewed. One bottom longitudinal frame with connecting brackets removed, faired and refitted. Two bottom transverses with attendant stiffeners, face bars and attachments renewed complete.

Deck Beams

The forward deck transverses with brackets, stiffeners and attachments renewed. Four bulb angle deck beams with their attendant brackets renewed. One bulb angle deck beam with attached brackets removed, faired and refitted.

Ladder

Steel ladder with hand rails renewed complete.

J.C.S. MAST (cont'd)

No.2 Centre Cargo TankShell Frames

Three bottom longitudinal frames removed and part cropped. Brackets removed, faired and refitted. The forward bottom transverse with stiffeners, brackets and attachments, starboard side bulkhead, part removed, faired and refitted.

Deck Beams

One transverse deck girder removed, faired and refitted. Three deck beams cropped, part removed, faired and refitted.

No.1 Starboard Cargo TankForward Transverse Bulkhead

Five vertical bulb angle stiffeners released, faired in place and riveted. The top and bottom shelf plates with their attendant brackets and stiffeners released, faired in place and riveted.

Shell Frames

Three bottom longitudinal frames released, faired in place and riveted.

Deck Beams

Five deck beams released, faired in place and riveted.

Ladder

The lower section of ladder faired and repaired as required and resecured to place.

After Pumproom and CofferdamStarboard Side

Four shelf plates with their stiffeners, brackets and attachments released, faired in place and riveted. One cruciform plate on the longitudinal bulkhead released, faired in place and riveted. The false bottom and supporting angle for the floor plates released, removed as required and all faired and refitted in good order. Four deck beams with their brackets renewed.

Hatches (numbered from aft)No.3 Starboard Hatchway

Coaming and cover with hinges, fittings, wing bolts and butterfly nuts renewed and fitted to place in good order.

No.3 Centre Hatchway

Coaming and cover with hinges, fittings, wing bolts and butterfly nuts renewed and fitted to place in good order.

No.4 Starboard Hatchway

Hatch covers removed, faired and refitted, hinges renewed, wing bolts and nuts reconditioned with part new material as required.

No.4 Centre Hatchway

Hatch covers faired and refitted, hinges renewed, wing bolts and nuts overhauled.

No.6 Starboard Hatchway

Coaming and cover removed, faired and refitted, hinges, wing bolts and nuts overhauled.

All further covers properly fitted to coamings and packing renewed on all covers, wing bolts and nuts overhauled.

CentrecastleFashion plates renewed.

Two longitudinal frames and three vertical frames with brackets and attachments renewed. Three plates on starboard after bulkhead from main deck to bridge deck with door frame plate and planking, one port light, also stiffeners, brackets and attachments in way of same renewed.

Three stanchions with deck fastenings renewed.

Approximately 500 square feet of deck plating with deck beams, brackets and attachments on bridge deck renewed.

Approximately 800 square feet of wood decking on bridge deck renewed.

Inboard, outboard, also forward and after bulkheads with stiffeners, deck beams, brackets and attachments for Cadets' and Stewards' cabins renewed complete as before.

Four port lights renewed complete.

Rails and stanchions on bridge deck removed, faired and repaired as required.

Ladders from bridge deck to boat deck removed, repaired and resecured in position.

Approximately 400 square feet of deck plating with attachments on boat deck renewed.

Approximately 800 square feet of wood deck on boat deck renewed.

Approximately 70 feet of bulwark plate with stanchions, angles and teak rail on the starboard after end of boat deck renewed.

One section of bulwark plate, port side of boat deck, faired in place.

Peak bulwark rail forward end of boat deck refastened.

Three dead lights renewed.

Two ventilators on boat deck renewed.

Eight ventilators on boat deck faired and repaired as required and refitted.

Two boat davits, starboard lifeboat, removed, faired and refitted.

All removals in way of centrecastle, bridge deck and boat deck required to effect repairs to be replaced in good order.

Three-tier rail and stanchions on the starboard side from the centrecastle to the break of poop renewed for approximately 50 feet, remainder removed, faired and replaced in good order.

Wood Decks

All wood decks hawsed, caulked and payed, scraped clean, tested and proven tight.

Cement in waterways cracked and broken, removed and new cement poured in way.

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Entire Officers' and Crew's Accommodations (Midship & Aft),
Wheelhouse, Chart Room, Etc.

All damaged parts and fittings removed, repaired or renewed as necessary and all accommodations etc. placed in good condition as before.

Cargo Tanks

All damaged internal fittings, extension rods, pipe hangers, strums, etc. repaired or renewed as necessary.

Rudder

Rudder and rudder stock removed ashore. Rudder stock taken to shop and placed in lathe palm face skimmed. Line run through pintle fits and found true. Rudder post gudgeons also aligned and found true. Locking pintle built up by electric welding, machined as required and refitted. Rudder with stock assembled on dock for re-alignment and found good. All reassembled in place in good order. Two palm bolts renewed.

Telemotor

Approximately fifty feet of telemotor piping in way of fore and aft bridges on after deck renewed. System recharged with oil.

Steering Engine

All working parts opened up for examination and found or placed in good order. New pins fitted for control valve.

Steam End

Pistons removed to shop, grooves trued up and new piston rings fitted.

Hele-Shaw Pump

New coupling bolts fitted.

Steering Gear

Four cylinders with rams examined, also universal connections. Rams repacked (metallic packing) and all reassembled in good order and upon completion of overhauling steering gear tried out and found efficient before proceeding on voyage.

For full particulars see damage report attached.

WINDLASS

All working parts opened up for examination and found or placed in good order. Brake linings renewed.

Steam End Pistons removed to shop, grooves trued up and new piston rings fitted. Windlass tried out upon completion of overhauling, raising both anchors, and found in good order.

LOAD LINE SURVEY

Load line survey now held, certificates endorsed and Reports C.11(d) and C.12(c) attached hereto.

MARKINGS - IMMersed SHIP'S SIDE OPENINGS

Verified that position and size of ship's side openings have been cut in decks and embossed plates set in wood deck on the poop as per Ministry of War Transport requirements. Report issued and copy of same attached hereto.

SPECIAL REASONS LIST No.38

Indented plates A.3 and B.3 (p.s.) and sheerstrake plate No.3 (p.s.) and bottom plating etc. (p. & s.)

The above permanent repairs have been completed. See present report.

Keel plate No.14 (EW 1.42). This plate specially examined and found in an efficient condition, and the Owners' request that the vessel's name be deleted from the Special Reasons List on this account merits favourable consideration.

J.C. Smith



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