





P.S. Estero

Continuation. Temper-

Air: Corn along pipes in N. 1 track. Two in N. reported in Tank Top.

All reports relating to the heavy weather damage at sea were completed to my satisfaction.

Loss of Port below anchor & 60 fathoms of chain cable when leaving Port of Selo. 14<sup>th</sup> April. & 10 miles further off.

The 1st chain cable run out in dry dock, examined & found the above missing, The spare brown anchor it was now been shackled on to the remaining port chain cable.

Mindless damage. The wooden dunnage up, the main <sup>al</sup> parts  
flaps lifted. The bakogen dismantled with engine parts examined  
the following repairs recommended & carried out:

The main shafts out: prison wheel track v. Prohibited by worm

" Cable Lifter & Shackle worn, - all worn parts of shackle fixed up by electric welding, new links & above fixed, cable lifter repaired & brake gear repaired & windlass engine put in good order

The 10 mallets given were tested & working in efficient condition. Other res are now carried out involving these 6 mallets. Test flexing gear.

Steering Chams. all cranked & 32 worn links removed & renewed  
& fitted hydraulics, & 25 ton pump <sup>link</sup>

Gully Shearer. All taken out & new pump fixed as required & the  
whole of the steering gear afterwards turned to satisfaction

H. Pichos

See Damage Rep. 10 on bad weather Damage. & See damage atrocious.

essel arrived on 23<sup>rd</sup> April & inspected on the 24<sup>th</sup> & recommendations made to the Master in regard to the cleaning & preparing the No. 1 & 2 double bottom fuel oil Tanks which were found <sup>to be</sup> full of oil & water about the head pipes & also over-pressing same before entering the dry dock. A diver was recommended to examine & plug all leaks existing in way of double bottom Tanks. Services running river's were plugged & vessel prepared ready for dry dock on the 1<sup>st</sup> May 1940.

Revised by on blocks, became re-examined & found damage as considered  
attributable to the vessel stranding, found in heavy seas on the 23 & 24  
January 1940 as stated & also aggravated by heavy weather on the vessel's voyage  
to Lefk. The broken cement removed from peak & the following permanent  
damage repaired & recommenced & now carried out -  
Port Bow Outer Plates.

G. Hake N<sup>y</sup> from Hem. Fracture longitudinally. Two cut out & removed  
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Gen. plagi. meeting - about 20 black swells cut-out & removed.

The bottom shell plate riveting & plate seams & bulk of the keel plates & all parts including bridge Holes in the way of the No. 1 & 2 double bottom oil fuel tanks.

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

## CHAIN CABLES.

[illegible]

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

[illegible]

were sprung & Handed. In all about 200 shell nuts were cut out & renewed & about 400 hand nuts & Cams & heads electricals were found necessary. Plate Landings were backing Cammed tight. After completing repairs the No. 1 & 2 double bottom Tanks passed full water tests & all work was satisfactory except Port Side E. Strike plate No. 1 developed a small fracture & as time did not permit of the plate being changed on account of emergency conditions, temporary repairs carried out by electric welding. The fracture was internal & caused by a fiber. Other repairs concerning this damage carried out: Oil suction pipe line fitted in the No. 1 & 2. *See Sheet 2*