

REC'D MAY 28 1923



Is Certificate required? If so, to be sent to.

Lloyd's Register
Foundation

007714-00772-032 2 1/3

Port

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

SHEET 2.J. J. COMMERCIAL TRAVELLER"D" STRAKE:-

Plates No. 112 Badly Set up & Damaged - Now Cut off & Renewed

Plates No. 314-516 Set up at Landings - Now Cut a drift & faired in place

"E" STRAKE:-

Plate No. 214. Set up & heavily scored - Now Cut off & Renewed.

Plate No. 619 Slightly Set up - Now Cut a drift & faired in place

Plate No. 718 Set up & heavily scored - Now Cut off & Renewed.

Shell Plating Starboard"A" STRAKE:-

Plate No. 4. Slightly Set up - Now faired in place at outer beam.

Plate No. 5. Fractured & heavily scored - Now Cut off & Renewed.

"B" STRAKE:-

Plate No. 3. Indented - Now faired in place.

Plate No. 12. Set up & Deeply Scored - Now Cut off & Renewed.

Plate No. 13. Scored & Ribs Corroded - Now dressed & New Ribs Re-driven

"C" STRAKE:-

Plate No. 9. Set up at aft end - Now faired in place

Plate No. 10. Destroyed - Now Cut off & Renewed

Plate No. 11. Badly scored & Set up - Now Cut off & Renewed.

"D" STRAKE:-

Plate No. 617. Indented - Now faired in place

Plate No. 8. Set up & fractured - Now Cut off & Renewed.

Plate No. 9. Heavily buckled - Now Cut off, faired & Re-fitted

"E" STRAKE:-

Plates No. 8, 9 & 10 Slightly Set in & Scored - Now Cut a drift

Faired in place & Dressed accordingly

Plates No. 11 & 12 Destroyed - Now Cut off & Renewed.

Bulge Keel Port Side

55 feet of Bulge Keel web bar & Longitudinal Shear bar distorted - Now cut off to suitable bits & the T bar faired in place & web bar faired & Re-fitted.

Bulge Keel Starboard Side

52 feet of Bulge Keel web bar & T Shear bar partly torn away & remainder heavily buckled. - 49 feet of both cut off & Renewed.

Internal. Port SideFloors & Intercoals etc

Floors No. 29 to 78, Intercoals plating & Channel Longitudinal girders in way of Damaged Shell Plating, Set up & buckled - Now Cut a drift & faired in place with exception of two small girder sections which were Renewed.

Tank Margin Brackets & Frames etc

Approx. 120 feet of tank margin plate together with Brackets, Frame Brackets & Cover Brackets of 16 Dup frames, Set up & buckled

See Sheet 3

SHEET 3.

"COMMERCIAL TRAVELLER"

more or less — These structures all cut adrift & found in place.

INTERNAL 5th Side

Floors 25 to 43 also 59 to 62, the Stencils Plating & 110 feet of Channel Longitudinal girders set up & buckled & the aft part of the floor damaged. Floors & Stencils plating cut adrift found in place, 60 feet of channel girders renewed & balance found in place. The true aft part floor suitably cropped. New plate portions fitted with ample Compensation Straps.

TANK MARGIN, BRACKETS & FRAMES etc

The Tank Margin plate between floors 25-43 also 59 to 62 together with Tank Margin Brackets, Frame brackets & frames etc some what distorted more or less. — Now cut adrift & found in place as found necessary.

Shaft Alley:- The Shaft Alley found awash with ice & water now thoroughly cleaned out & the wood planking adjusted.
Wood Work:- The Ceiling & Damage battens in No. 1 Noes found wet & portions damaged — All Ceiling lifted & damaged portions of same together with damage battens now renewed & all repainted.

The Ceiling in No. 2 Noes & aft Noes lifted for testing of tanks & all released in clean condition.

Piping System:- The oil heating steam pipes in to No. 1 & 2 D.B. Tanks together with Struts, Sanding pipes & Relief Struts & piping in to Repair Section all reconditioned as found essential & left in good order.

Painting:- All the new & repaired work given two coats of paint & vessel's bottom from Deep Load line cleaned & painted with two coats of paint & Draft figures checked & repainted.

TANKS D.B. also Testing:- The D.B. oil Tanks as is usual were steamed & cleaned before commencing repair operations. Upon completion of Repair they were tested to the gunner's together with all new & repaired shell plating. The Tank tops were brushed & recoated.

Deck Winches FWD:- The shaft bearing caps broken when discharging Cargo or Reaming Cargo to aid vessel during accident — Now replaced by new.