





and all deck plating drill tested, including Main deck throughout, F'cle deck, Bridge deck and Poop deck. Moderate wastage found to have taken place in way of waterways on F'cle deck, and one plate on Port side of this deck found wasted below Rule limits.

**Main Deck:-** Two plates on Port side in way of F'cle Crew's Space found wasted below Rule limit. Local wastage found on two plates between forward end of No.1 Hatch and F'cle bulkhead. Local wastage found in deck plating adjacent to fore and mainmast.

Considerable wastage found in deck plating in bridge space on Port side of engineroom casing, perforated in places. In way of Poop Crew's Quarters deck plating found to be wasted generally throughout, this including After Peak Tank Top Plating and Maindeck on after side of Poop Bulkhead. **F'cle Bulkhead** found wasted at deck level, all **hatch coamings** found to be wasted in places and distorted at bottom at deck beam level, angles on hatch beams found to be generally wasted. **Bulwark plating** found to be considerably wasted in places. **Casings** amidships in way of stokehold fiddley, engineroom, and midship accommodation found to be considerably wasted, perforated in places. **Bridge Deck:-** Deck plating at after end in way of accommodation found to be considerably wasted, perforated in places. **Boat Deck:-** Wood deck found to be worn and to have deteriorated in places, sections of planking lifted and tieplates in way of same found to be considerably wasted. Ventilators examined and coamings of several found wasted to Rule limit. Windlass and Steering Engine opened up and examined. **In Dry Dock:-** Shell Plating and Rudder cleaned and specially examined. Shell Plating drill tested and on account of wastage found, drill testing extended beyond normal three tests in each strake, including drill testing of keel strake full length on account of considerable wastage found in same, drill testing of bilge strakes amidships for half length, " E " Strake for full length, " F " Strakes for full length, " G " Strakes for half length amidships, and found to be as follows:-

Strake	AMIDSHIP.				FORWARD.				AFT.					
	Orig. T'ns.	T'ness by Drilling.		Dim. if any.	Orig. T'ns.	T'ness by Drilling.		Dim. if any.	Orig. T'ns.	T'ness by Drilling.		Dim. if any.		
		Port.	Stbd.			Port.	Stbd.			Port.	Stbd.		Port.	Stbd.
Bridge Sheer	.64	.69	.68	-	.42	.45	.39	-	.03	.42	.43	.43	-	-
Strake Below	-	-	-	-	.42	.40	.40	.02	.02	.42	.40	.40	.02	.02
Sheer Strake J	.58	.42	.34	.16	.24	.42	.58	.57	-	-	.42	.49	.49	-
1st Below H	.58	.33	.40	.25	.18	.42	.52	.54	-	-	.42	.51	.49	-
2nd " G	.58	.39	.44	.19	.14	.42	.52	.54	-	-	.42	.45	.29	.13
3rd " F	.58	.33	.30	.25	.28	.42	.29	.27	.13	.15	.42	.26	.26	.16
4th " E	.58	.32	.42	.26	.16	.42	.27	.30	.15	.12	.42	.48	.36	.06
5th " D	.58	.57	.55	.01	.03	.42	.42	.34	-	.08	.42	.53	.53	-
6th " C	.54	.54	.54	-	-	.42	.24	.22	.18	.20	.42	.39	.42	.03
7th " B	.54	.57	.56	-	-	.42	.38	.27	.04	.15	.42	.57	.57	-
8th " A	.54	.56	.55	-	-	.42	.57	.55	-	-	.42	.48	.49	-
Keel Strake	.9	.36	.54		.64	.52	.12		.64	Doubler Fitted here wasted to remove				

**Extended Drill Tests:-** Keel Strake (From fwd):- No.1 Plate = .52", No.2 Plate = .55", No.3 Plate = .42", No.4 Plate = .59" & .35", No.5 Plate = .59" & .26", No.6 Plate = .52", No.7 Plate = .32" & .36", No.8 Plate = .52", No.9 Plate = .57" & .24", No.10 Plate = .66" & .44", No.11 Plate = .52" & .68", No.12 Plate = .17" & .25", No.13 Plate = .48", No.14 Plate = Fitted with doubler, same wasted. **Port Side:-** "D" Strake, No.1 Plate = .42", No.4 = .50", No.6 = .54", No.7 = .57", No.8 = .57", No.9 = .57", No.10 = .52", No.15 = .53". "E" Strake, No.1 Plate = .26", No.2 = .35", No.3 = .34" & .27", No.4 = .31", No.5 = .39", No.6 = .37", No.7 = .57", No.8 = .43", No.9 = .56", No.10 = .32" & .34", No.11 = .43", & .54", No.12 = .56", No.13 = .55", No.14 = .40", No.15 = .35", No.16 = .30", No.17 = .48". "F" Strake:- No.1 Plate = .28", No.2 Plate = .29", No.3 = .35",

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**Extended Drill Tests Contd:-** Port Side, "F" Strake:- No.4 Plate = .38", No.5 = .37" & .32", No.6 = .37" & .52", No.7 = .42", No.8 = .40", No.9 = .33", .35" & .5", No.10 = .30", No.11 = .43", No.12 = .38", .36" & .32", No.13 = .51", No.14 = .40", No.15 = .22", No.16 = Fitted with doubler over full area, No.17 = .26", .29" & .38".

"G" Strake:- No.1 Plate = .52", No.6 = .41", No.7 = .31", .34" & .32", No.8 = .43" & .42", No.9 = .34", .39" & .32", No.10 = .37", No.11 = .43", .32" & .36", No.12 = .30" & .35", No.13 = .35" & .34", No.14 = .20", No.15 = .27", .23" & .33", No.16 = .45".

"H" Strake:- No.3 Plate = .52", No.10 = .33", No.16 = .51", No.11 = .41", .43" & .57", also part doubled. "J" Strake:- No.2 Plate = .58", No.10 = .42", No.17 = .49". "K" Strake:- No.3 Plate = .40" (F'cle). Plate after end of Bridge = .69", but grooved and wasted internally.

Plate in way of Poop = .40". "L" Strake:- No.2 Plate (F'cle) = .45", Plate (in way of Poop) = .43". **Starbd. Side:-** "D" Strake, No.1 Plate = .34", No.2 = .45", No.3 = .52", No.4 = .49", No.5 = .57", No.6 = .57", No.7 = .48 & .55", No.9 = .57", No.10 = .57", No.15 = .53".

"E" Strake:- No.1 Plate = .20", No.2 = .27" & .22", No.3 = .30", No.4 = .45", No.5 = .23" & .29", No.6 = .54", No.7 = .57", No.8 = .58", No.9 = .61", No.10 = .37" & .42", also perforated, No.11 = .55", No.12 = .54", No.13 = .52", No.14 = .41", No.15 = .35", No.16 = .40", No.17 = .36".

"F" Strake:- No.1 Plate = .27", No.2 = Fitted with doubler over full area, same wasted, No.3 = Perforated in places, No.4 = .37", No.5 = .40" & .45", No.6 = .50", No.7 = .48", No.8 = .49", No.9 = .30" & .27", No.10 = .42", .27" & .42", No.11 = .54", No.12 = .31", .31" & .40", No.13 = .32" & .42", No.14 = .27", .29" & .25", No.15 = .25" & .30", No.16 = Fitted with doubler over full area, No.17 = .26", .29" & .38".

"G" Strake:- No.2 Plate = .54", No.3 = .29", No.4 = .25" & .31", No.5 = .32", No.6 = .37", No.7 = .37", No.8 = .45" & .42", No.9 = .44", No.10 = .42", No.11 = .40" & .37", No.12 = .28", also fitted with doubler, No.13 = .45", No.14 = .25", .34" & .35", No.15 = .21", .29" & .21", No.16 = .29".

"H" Strake:- No.3 = .54", No.10 = .40", No.16 = .49". "J" Strake:- No.2 Plate = .57", No.9 Plate = .34", No.17 = .49". "K" Strake:- No.3 Plate = .40", Plate in way of Bridge = .68", Plate in way of Poop = .40".

"L" Strake:- No.2 Plate = .39" (F'cle), Plate in Poop = .43". On account of wastage found on Drill Test and subsequent further internal examination, the following Plates were recommended for renewal, **Keel Strake:-** Plates Nos. 5, 6, 7, 8, 9, 10, and 12. = (7 Plates), No.14 Plate doubler to renew and plate to examine. **Port Side:-** "C" Strake, No.2 Plate, "E" Strake, No.1 & No.10 Plates, "F" Strake, Nos. 1, 9, 10 and 12, No.15 Plate after half length to double, No.17 Plate fwd. half length to double, "G" Strake, No.7, 9, 10, 11 and 14, "H" Strake, Nos.10 & 11, "J" Strake, No.11 Plate, = (15 Plates to renew, 2 plates part double, also 1 Plate part crop and renew in way of Bridge Port Side ).

**Starboard Side:-** "B" Strake, No.1 Plate, "C" Strake, No.2 Plate, "E" Strake, No's 1, 2, 5, & No.10 Plates, "F" Strake, No's 1, 3, 9, 10, 12, & No.14 Plates, No.15 Plate after half length to double, No.17 Plate, Fwd. half length to double, "G" Strake, No's 11, 12 & No.15 Plate, "H" Strake, No.10 Plate. **Total of 38 Plates to renew, 1 part crop & renew, five to double.**

**Stem:-** Existing doubler on stem found wasted distance of 10'-6". **Port Bilge Keel, 3'-0"** at forward end missing. **Indentations:-** Shell Plating generally indented half length amidships on Port Side from turn of bilge to "J" strake, also in isolated plates amidships on Starbd. side. **Temporary Repairs** effected to "F" Strake, Port Side in Wellington, October 1947 were noted, plating found perforated

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in adjacent area. Stokehold:- On account of wastage found on frames recommendations were made for renewal or part renewal of frames, Port Side Nos.75, 76, 77, 78, 79, 80, 81, 82, 83, 84 and 85. Starbd. Side, Frames Nos.68, 70, 74, 76, 78, 80, 81 and 82. Engineroom, All Frames Port Side of Engineroom. Vessel undocked without any repairs being effected. REPAIRS NOW DONE:- The following repairs were carried out before docking of vessel:- Fore Peak Tank:- Compensating Ring fitted around Tank Top Manhole, port & starbd. sides, all frames doubled on standing flanges from top of floor level to underside of beam knees by 3/8" plating, secured by E.W., Port side one beam knee renewed, Starbd. side three beam knees renewed, several beam knees Port & Starbd. fitted with 2 1/2" X 2 1/2" X 3/8" on inboard edge, secured by E.W., one breast-hook renewed, panting beam on fourth frame on top stringer renewed, panting beam on 6th frame reinforced by 3" X 3" X 3/8" angle. Top side stringers, port & starbd. reinforced at edges by 2 1/2" X 2 1/2" X 3/8" angle. One bulkhead lug on athwartship stringer renewed. No.1 Double Bottom Tank:- Tank Top Plating renewed as follows:- Centre Strake from between frames Nos. 129/130 to 137/138. Adjacent Strake to Centre Strake port & starbd. sides, plating renewed from between frames Nos. 131/132 fwd. to between 143/144. On 2nd Outboard Strake port & starbd. sides plating renewed from between frames Nos. 128/129 fwd. to 144/143. Compensating Rings fitted around four manholes on Tank Top. Port & Starbd. Sides eight new tie angles fitted from bilge brackets to tank top. Internally on Starbd. side at half length, one section of intercostal plate renewed. No.2 Double Bottom Tank:- Tank Top Plating, ten plates renewed, (this included replacement of twelve original plates, on account of new plates being longer). Repairs to after end of No.2 D.B.Tank including Margin Plate and bilge bracket underway but incomplete. No.3 Double Bottom Tank:- Tank Top Plating removed in way of side bunkers, port & starbd., also under starbd. boiler, and repairs to floors and intercostals and tank top plating underway but incomplete. Repairs to renewal of bilge brackets port & starbd. in way of bunkers and stokehold underway but incomplete. After Peak Tank:- Bulkhead plating completely renewed from top of tunnel recess to deck level, all tank top plating renewed with the exception of three stringer plates, two beams partly renewed. Section of tunnel escape at tank top level renewed. (No.18 "H" Strake, shell plate which was found wasted internally (Starbd. Side) was renewed at this time), striking plate under sound pipe renewed at this time. Tank filled and tested as per Rules on completion of repairs and found satisfactory. Tank not recoated internally at this time. Forecastle Crew's Quarters:- Two deck plates renewed on Main Deck, port side, one spurling pipe renewed, deck plating hose tested on completion of repairs. Port side, No.2 Plate, 1st Strake below F'cle Sheerstrake, shell plate cropped and renewed for distance of two frame spaces. F'cle Deck:- One deck plate, 1st inboard strake, port side renewed, including wood sheathing in way of same. One stringer plate on port side part doubled, 7'-0" X 19" X 3/8". At this time opening in main deck in f'cle to chain locker was permanently closed by riveted plate, a new access opening cut in bulkhead in fore peak space. In F'cle Crew's Quarters new composition laid on deck and F'cle completely refitted for Crew's Accommodation. This included repairs to bottom of F'cle bulkhead, renewal of bottom section of same at deck level. Poop Space, Crew's Quarters:- New composition laid on deck and work of completely refitting for new accommodation started but incomplete. Hold:- No.1 Hold:- Repair work underway including renewal of stringers port & starbd., but incomplete. This included fitting doubler on shell plating externally, full length of lower stringer on port side and fitting complete

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set of shell lugs. After pillar renewed. All frames port & starbd., doubled in way of cement chock level by 3/8" plating distance of 2'-6", secured by E.W. Repairs commenced on stiffeners on after bulkhead but not completed. Bunkers:- Repairs to renewal of bulkhead plating on port & starbd. side pocket bunkers underway but not completed, repairs to bilge brackets port & starbd., main & pocket bunkers underway but not completed. Decks:- Two sections of Maindeck doubled at fwd. end of No.1 Hatch, between Hatch coaming and F'cle Bulkhead. Bulwarks:- After Port side at break to poop, section of bulwark plating renewed, repairs to remaining bulwark sections not completed. Numerous sections of deck plating amidships and on bridge opened up for commencement of repairs but not started.

REMARKS:- Latest information to hand that vessel has been sold to interests in China and vessel is being repaired as an unclassed vessel to obtain a New Zealand Government Marine Department's Certificate to proceed to China.

*W. J. ...*  
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