



R.F.A. Tanker "PRESTOL"

Shell plating as per S.R.L. contd.

Now Done: Port side: 'J' (Sheer) Nos. 5, 6, 7, 8, 9 & 10 removed, faired & refitted, and No. 3 cropped (sharp indent) and part renewed. 'K' Strake - No. 3 cropped (sharp indent) and part renewed. 'L' Strake - No. 1 cropped (sharp indent) and part renewed.

Stern contour plating. Lower plate cropped and part renewed and upper plate removed, faired and refitted. 'G' and 'H' Strakes of shell (p. & s.) faired in place.

Starboard: 'F' Strake - No. 5 faired in place. 'G' Strake - No. 7 cropped and part renewed and No. 8 renewed. 'H' Strake - No. 7 faired in place and Nos. 9 & 10 removed, faired and refitted. 'J' (Sheer) Nos. 8 & 9 removed, faired and refitted. 'K' Strake - No. 3 cropped and part renewed.

In way of these shell repairs, 22 lengths of longitudinal framing (p.s.) and 12 lengths longitudinal framing (s.s.) removed, faired and refitted together with all necessary bracket and web connections.

Bottom plating (pitted) in Nos. 6 and 7 cargo tanks. The following plates

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

ANCHORS.

Table with columns: Number of Certificate, Anchor, Weight of Stock, Test per Certificate, Weight Required by Rules, 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.

now renewed:-

Keel No. 4; 'A' Nos. 4 & 5 (p. & s.) and 'B' No. 5 (s.s.).

DAMAGE - cause and date not stated.

Found: Stem bar and plating set over at top of stem.

Now Done: Stem bar cropped, faired and refitted and stem plating in way (foocle sheer and 1st below sheer) faired in place.

(See Continuation Sheet No. 3)

Port of GRIMSBY.

Continuation of Report No. 24800 dated 5th December, 1951, on the

R.F.A. Tanker "PRESTOL"

REPAIRS WEAR AND TEAR: Composition on poop deck removed for examination and on removal the deck plating for the most part found wasted through. On the port side, 2 stringer plates and 8 deck plates renewed and on the starboard side 7 deck plates renewed. (total 17 plates).

A start was made on the removal of deck planking on bridge deck, and the plating was found to be generally thin and wasted through. The upper deck plating in way of Saloon (p.s.f.) was found to be wasted through. Heavy pitting was found on the bottom plating inside Nos. 1, 2, 3 & 4 Cargo Tanks (p. & s.).

At this stage of the survey, we were informed by the Owners' Representative that, consequent upon the extent of repairs necessary to maintain the vessel in classification, and to the difficulty at present in obtaining materials, the Admiralty have decided to withdraw the vessel from classification. It was also stated that the Admiralty propose to make good the bridge and poop decks etc. in a temporary fashion with the use of plate patches, attend to inter tank leakage (if any) and have the vessel leave Immingham for some port where she would be used as a depot and not employed outside the limits of that port. (See letter from Owners' Superintendent attached). The Load Line Certificates and Load Line Report are now returned for cancellation.

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