

NEW CONSTRUCTIONS FITTED

W.T. inner bottom on top of the original bottom transverses in centre compartments. The original transverse bulkhead fr. No. 125 in centre compartment moved to fr.No. 113 and a new cofferdam bulkhead fitted at fr. No. 111 in side tanks (p+s), forming the front bulkheads of the new pump room with cofferdams (p+s) at sides. Continuous on upper deck above centre compartments from fr. No. 165 to poop front. All hatch ends and coamings extend from upper deck to trunk top. Transverse web beams in centre compartments at fr. Nos. 57, 91 and 129. Bottom transverses at every fourth frame in side tanks (p+s). Continuous doublers on upper deck on deck stringers (p+s) and on deck strakes alongside trunk (p+s) from fr. No. 31-148. Intermediate stiffeners on transverse bulkheads where upper horizontal girder removed extending from lower horizontal girder to upper deck. Wood lining in all ore holds 2 x 2 1/2" on 1 1/2" wood battens on longitudinal bulkheads and on O.A. 150x75x13 mm on transverse bulkheads fitted. Mac Gregor hatch covers of approved make provided on all (7) new cargo hatches. The original fore and aft gangway fitted on starboard side of trunk from bridge to poop. The holes of the original side tank hatchways permanently closed by riveted plates of 13 mm thickness and provided with w.t. manhole covers. Hatches of forward cofferdam removed, holes plated over and new manholes for access provided in the for'd. cofferdam bulkhead in way of auxiliary pump room (p.s.) and dry cargo hold (s.s.) closed by w.t. manhole covers. 7 access hatches to cargo holds and one to the new pump room fitted on starboard side. New sounding and air pipes fitted as per attached plan. Bridge deck and bulkheads altered as per attached plan. Freeing ports of suitable sizes cut into the solid bulwarks in forward and aft well as shown on the attached Rpt. C 11(contd.) All derricks and derrick gear removed. Both masts moved to frs. Nos. 73 and 145 and satisfactorily fitted. Both masts are now used as signal masts only. Two lengths (30 fms.) of 2 1/16" anchor chain cables have been supplied in addition to the 300 fms. originally on board.

All this work has been carried out under Special Survey in conformity with the Society's Rules and Regulations and Secretary's or Hamburg's letters. Scantlings and arrangements of the converted structures are as shown and amended on the approved plans now forwarded. All modifications or additions to the original approved arrangements made during conversion have been indicated on the plans and have been approved as being in accordance with, or by standards equivalent to, the Rule requirements. Workmanship and materials are good.

All new double bottom tanks and ballast side tanks have been pressure tested to Rule requirements and found good. The trunk sides and the MacGregor hatch covers have been satisfactorily hose tested.

Air and sounding pipes (with striking plates) have been fitted in accordance with the Rules. Water ballast may be carried in centre double bottom tanks and in the cargo side tanks.

Alteration to the Notation in Register Book

It is submitted that the notation of "Carrying Petroleum in Bulk" may now be deleted in the Register Book and that the notation of "Longitudinal framing at bottom and at deck in centre tanks" may now be amended to "Longitudinal framing in centre double bottom tanks."

Bulkheads 9 + 4 in side tanks (p+s) "GyC".

Maximum draught: 26' - 11 3/4" Overall length 485.9', Reg. Depth 30.8'.

Deep tank ford. Capacity = 553 ts W.B. or 502 ts. O.F., and not 1110 ts. W.B. as recorded in R.B.

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

ANCHORS.

Number of Certificate.	Anchor.*	WEIGHT, EX. STOCK		WEIGHT OF STOCK		TEST PER CERTIFICATE		WEIGHT REQUIRED BY RULE		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.			
	1st Bower											
	2nd											
	3rd											
	Collective Weight											
	Stream.....											
	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.	Where and when tested and Superintendent.
	Length.	Diam.	Stato-ry.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.			
2575	135	2 1/16	149.625	106.9	400-2-13	418-1-18	-	2 1/16	mild steel stud link	Hansa Kettenfabrik Dortmund	Dortmund, 17.1.55

Freeboard Survey carried out for re-assignment (see Rpt. C11(contd.) of 29th January, 1955) freeboard markings have been verified and cut in at ship's sides. Rpt. C 11(contd.), supplement to our previous report of 29th January, 1955, attached.

- Plans attached: approved SKR 19 - Profile and Deck
 SKR 20 - Inner Bottom in centre compartments
 SKR 21 - Web beams and wash plates
 SKR 24 - Cofferdam bulkhead fr. No. 111
 SKR 29 - Access hatches to ore holds and pump room
 SKR 18 - Air and sounding pipes
 774 E - Mac Gregor Hatch Covers and two certificates.
 as fitted SKR 46 General Arrangement
 SKR 26 - Capacity Plan
 SKR 38 - Erections on upper deck in way of bridge
 SKR 18 - Air and sounding pipes

Original Profile and deck plan.
 (Midship Section plan and First Entry report have been returned to Head Office by hand).

NOW DONE FOR SPECIAL SURVEY (DR.)

Ship placed in dry dock. Shell plating, stern frame and rudder cleaned, examined and coated. Ship undocked: 25th January, 1955.

EXAMINED: All holds, dry cargo hold forward, fore and after peak spaces, engine spaces incl. boiler platform deck, under engine and boilers, pump room and aux. pump room forward, plating in way of side lights, overboard scuppers and discharge pipes, suction pipe struts in side tanks (struts removed), decks with machinery and other casings, superstructures, skylights and companionways, hatchways, covers (steel), supports, cleats and securing arrangements, anchors, chain cables, chain locker, masts (put on shore, wedges removed), rigging, steering gear, auxiliary steering gear, windlass, general equipment, pumps, W.T. doors on weather decks, ventilator coamings and covers, air and sounding pipes (striking plates fitted) and wood lining in ore holds.

Freeboard verified.

Shell plating and plating of strength decks drilled and gauged by the Oslo Surveyors, list of thicknesses previously submitted and approved - see London letter Classn.(S) of 3rd December, 1954, and telegram of same date. Additional drillings of shell plating see Kel letter of 19th January, 1955, and London letter Classn.(S) of 22nd January, 1955. Transverse and longitudinal bulkheads drilled and gauged as follows:

Strake Nos. counted from bottom	1	2	3	4	5	6
Tr.B.H. Fr. No. 73	.52	.40	.36	.32	.22	-
" " 109	.48	.44	.40	.36	.34	-
" " 145	.48	.40	.34	.32	.22	.22
L.B.H between fr.Nos.41/57	p.s. .44	.34	.32	.32	.30	-
	s.s. .44	.34	.32	.28	.24	-
" " " 93/109	p.s. .44	.40	.36	.36	.36	-
	s.s. .44	.40	.38	.38	.38	-
" " " 145/164	p.s. .42	.34	.32	.32	.30	-
	s.s. .40	.34	.32	.32	.30	.30
	.51	.43	.39	.39	.39	

EXAMINED INTERNALLY AND TESTED

Fore and after peak tanks, tanks above after peak, all double bottom tanks, all side tanks (p+s), deep tanks (ford.) p+s, O.F. bunkers (p+s), settling tanks, F.W. tank in tweendeck(ss) and cofferdam aft.

All parts surveyed, found or placed in good condition.

All spaces previously cleared, cement and rust removed and spaces cleaned as required. Steelwork afterwards coated as necessary and ceiling in dry cargo hold fwd. and cement replaced. New lining fitted in ore holds (see under conversion).

REPAIRS WEAR & TEAR NOW DONE: (Plates numbered from forward).

Shell plating renwd.: port: C.7, D.7, H.9, 10, 11 + 12
 stbd.: D.7, H.3, 4, 5 + 6,

" " faired in place: port: G. 4 + H.4, landing in way riveted.

Bilge keels partly riveted.

Approx. 750 defective rivets in bottom shell cut out and renewed.

Transverse Bulkhead: Fr.No. 5: Doubler 1500x600x8 fitted stbd.above AP tank.
" 6: Coaming above AP tank 800 mm high, doubled (8mm)
" 73: 5th (top) strake renewed.
" 145: 5th and 6th strake renewed.

Longitudinal bulkhead between Fr. Nos. 41 - 57 (s.s.) 4th and 5th strake renewed.

Upper and lower side stringers on shells and longitudinal bulkheads in side tanks(p+s) renewed.

Chain Cables: 7 lengths (105 fms.) renewed.

Chain pipes: renewed.

Windlass brake linings renewed.

Accommodations on bridge deck and in forward end of poop on upper deck inclusive Litosilo removed, steelwork cleaned and re-coated and accommodations replaced with part new material.

Rudder made tight and tested.

Skylights repaired as necessary.

Masts: All mountings and fittings, etc. removed and two doublers 250x8 mm from derrick stool to top on each mast fitted by welding, due to local wasting in way of electric cables and other fittings. Mountings for derrick gear not refitted.

Top masts: Shortened and fitted to the masts by welded constructions.

Rigging: entirely renewed.

Fore and Aft Gangway from bridge to poop repaired as necessary.

All Ladders in side tanks repaired.

5 Storm valves repaired.

1 air pipe, 1 sounding pipe and 2 filling pipes renewed.

CONDITIONS OF CLASS

Side shell plating in way of No. 1 side tank (p.s.) has now been permanently repaired and it is submitted, therefore, that this item may now be deleted as a condition of class.

