

the tanks and now satisfactory.

The transverse bulkhead between Nos. 4 & 5 centre tanks and the longitudinal bulkheads between No. 4 centre and No. 2 wing tanks P & S found buckled. The lower strake of plating removed, faired and refitted and the second strake faired in place. The stiffeners and brackets all removed, faired and refitted.

No. 6 tank forward bulkhead was renewed.

The pumproom forward bulkhead, the lower strake and all stiffeners removed, faired and refitted.

The damaged plates amidships on both halves were cut away and both halves brought into line, this operation took four days as some difficulty was experienced in bringing both halves in line on the blocks. The alignment was checked with lights and wires, showing a final maximum difference in the whole length of 18 mm.

In connection with the above and other repairs, the following shell plates were dealt

with:

RENEWED:

COUNTING FROM AFT

KEEL

12 & 13

P.S.

A. 12 & 13, B. 2 & 11, BA 2, C. 1, 2, 11 & 12, D. 2, 3, 10, 14,

E. 9 & 14, F. 3, 5, 12, 13 & 16, G. 7, 13, 14 & 19, H. 8, 12, 14 & 20,

J. 8, 9, 13 & 15, K. 8 & 15.

S.S.

A. 12 & 13, B. 10 & 11, C. 5, 11 & 12, D. 3, 10 & 11, E. 8, 9, 10 & 11,

F. 5, 12 & 13, G. 7, 13 & 14, H. 14 & 15, J. 15, K. 15.

K. 30 (doubling at break of bridge aft) renewed P & S.

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

ANCHORS.

Number of Certificate.	Anchors.*	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.	qrs.	lbs.	Cwts.	qrs.	lbs.			
081/E	1st Bower	89	3	-				61	5	-	-				UNION		081 E
080/E	2nd "	87	3	-				61	6	-	-				"	GL	080 E
16951 H	3rd "	79	-	12				58	2	2	0				BALT		16951 E
	Collective Weight																539
049/E	Stream.....	35	7	-				32	14	-	-				UNION		049 E
	Kedge																1 49

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower. The "BALT" is also marked

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.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
2077	304	2 9/16	116	163	1118	1/19			300	2 8/16	Stud Link	HANSA KETTENFABRIK DORTMUND	DORTMUND 7-4-49 J. QUAST
			14/20	3/8									
Iron Stream Chain or Steel Wire													

REMOVED, FAIRED AND REFITTED

P.S.

A. 2 & 9, B. 8, C. 9 & 15, D. 7, E. 15,

F. 18, 19 & 20, G. 5, 6 & 20, J. 20, K. 21.

S.S.

A. 9, B. 7, 8 & 12, C. 8 & 13, D. 2 & 12, F. 14, H. 8,

J. 10 & 14, K. 11.

FAIRED IN PLACE

KEEL 9.

P.S.

B. 18, C. 10 & 18, D. 8, E. 4, H. 19 & 21, J. 7 & K. 9.

S.S.

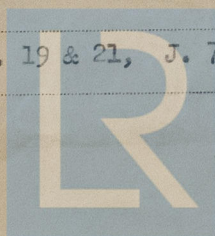
B. 2, D. 7 & 9, H. 9.

or to cause it to show through to the other side.

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THE SURVEYOR



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In connection with rejoining of the two halves, the longitudinal bulkheads P & S in way of No. 6 tank renewed complete.

The centre line girder and all longitudinals renewed.

9 shell frames port and starboard in wing tanks renewed.

Stringers in wing tanks between frames 94 and 105 renewed.

One deck stringer plate each P & S renewed.

11 other deck plates in way renewed and fitted with cargo tank hatchways.

Upon completion of the repairs all cargo tanks forward of No. 8 centre were tested to Rule requirements and eight feet of water run into the pumproom bilge and found satisfactory. The pump room side shell plating was hose tested and found satisfactory.

The fore peak tank, deep tanks and forward cofferdam were tested as required by the Rules and found in order. Chain locker tested.

All suction pipes removed for examination of plating in way.

The poop front had been extended 8 meters further forward. Secretary's letters 27/9/48 and 11/11/48 refers. Intermediate 8" x 3" x 42" bulb angle stiffeners now fitted and two openings 32" x 20" closed by hinged steel W/T doors. The poop deck stringer plates in way have been renewed in 10 mm plate.

The upper part of the after cofferdam has been extended one frame space forward of the poop front in accordance with plans approved 31/3/49, and on completion was tested to Rule requirements.

As a result of the modification of the crew's quarters, the cross bunker small hatchway has been carried to the poop by a strongly built trunk of welded construction closed at the top in the same manner as before by hinged steel jointed covers secured by toggles.

NOW DONE FOR SS

Vessel placed in dry dock, bottom and rudder scaled, examined, now satisfactory and coated.

Examined dry cargo room, superstructures, peak spaces, machinery spaces including both pump rooms, steel work scaled and coated as necessary.

All cargo tanks, peak tanks, deep tanks and double bottom tanks examined internally and tested to Rule requirements.

Suction pipes removed for examination of plating in way.

Anchors and cables now renewed (see report).

Chain locker, decks, casings, masts, rigging and general equipment examined.

Hatchways, ventilators, all closing appliances, air and sounding pipes, windlass, steering gear (Main and auxiliary) examined and found or placed in good order.

FREEBOARD VERIFIED.

The equipment has been supplied as per [†] in table 53, and the rigging renewed.

Upon completion of repairs, a six hours sea trial was carried out, and the windlass and steering gear (main and auxiliary)s tried out with satisfactory results.

4/6



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