

S.S. "LYNDIANE."

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ANCHORS.

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

[illegible]

Steel casing built on port side of bridge deck, over refrigerating engine, 15ft 6" de
6ft 6" x 21" high, strongly built of steel plates & angles and fitted with port light
sides, and scuttle on top, with hinged steel cover, giving access to refriger
room. Strong beam fitted across top of old donkey boiler recess, and a
Coaming round mouth of opening at main deck: Channels fitted
corners of recess to carry shifting boards, thus forming pocket bunker of
to bunker 'tween decks, and to new coaling hatch, cut in top of boiler
& fitted with bulb angle coaming, cleats, and wood hatches; small fan hop
formed in bunker 'tween decks, starboard side, just below former coaling hatch

hatch, S.S. LYNDIANE.

at side of bridge deck; opening of hatchway fitted with heavy iron grating and steel flanged cover & door cut in casing side, giving access to fanhouse from lower sidley grating.

Prior to the shipping of the new main boilers the following repairs were carried out in boiler room, viz: Intercostals of centre, and side girders, in greater part renewed, also plate and angles of bilge keelsons: boiler stool girders & stanchions renewed, & new chocks to suit new boilers fitted on same: reversed to frames on floors, made good throughout: doubling fitted on stokehold in bulkhead starboard side, in way of bilge & ballast section chests. Lower deck stringers, cut back 10" for a length of 15ft, on account of increased diameter of boilers, and compensation provided as follows, bulb angle fitted on edge on under side $4\frac{1}{2} \times 3 \times \frac{9}{16}$ with angle $4 \times 4 \times \frac{1}{2}$ on top side, with vertical face plate $12 \times \frac{1}{2}$ - Crews fo'castle gutted out, and wood deck lifted, all iron work chipped and painted, new $2\frac{1}{2}$ T T wood deck laid, caulked & payed, and bunk and fittings of fo'castle, lamp room & WCs entirely renewed.

Steam steering engine removed from bridge, to new steel house, built for same on quarter deck, just abaft engine casing: steering engine overhauled and connected to wheel house on bridge by controlling shaft & bevelled gearing. Off new chains fitted on barrel, also new buffer springs and stretching screws, with after chains annealed, tiller shackles renewed, also pins & rods & sheaves as required, and gear adjusted. Masts lifted out & holes in deck closed with heavy riveted plates, new mast holes cut & old rings refitted; masts set plumb and rigging set up: new wedges & mast coats fitted.

In connection with the carrying of frozen meat, and chilled beef suspended from the beams of weather decks, a 'Green decks has now been fitted in Nos 1, 3 & 4 holds, with additional beams, carlings, & tie plates, with $\frac{3}{4}$ T T wood deck laid, caulked and payed. Girder fitted each side under beams of main & quarter decks, in line with & lapped onto Coamings of hatchways, bracketed to bulkheads, and connected to beams, by double riveted lugs: flanged plate fitted under ends of beams, riveted to lower edge of hatch coamings; existing pillaring in Nos 1, 3 & 4 holds removed, and new pillars fitted in holds, and 'tween decks, as per approved plan; heel of pillars in No 1 hold, attached to side keelson and in Nos 3 & 4 holds to tee lugs on tank top, in line with side girders. Prior to the fitting of the insulation, all corrosion was removed from frames & reversed frames, floor plates, keelsons, stringers, tie plates, beams, bulkheads & hatch coamings, & inside surface of plating, and surfaces recoated. New deck plates fitted to air & sounding pipes, hand pumps refitted, and weather decks in way of insulation, tested with the hose. Insulation consisting of granulated cork, faced by two thicknesses of tongued & grooved boards, with waterproof paper between, fitted in No 1 hold, and in 'tween decks No 1, 3 & 4 and on under side of same in Nos 3 & 4 holds, also on tank ways & hatch covers; sides, ends, roof & floor of evaporator holdoom: and on feed and return pipes, passing through the bunkers and

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roof of No 2 hold: together with brine piping, channels, meatpails, battens and thermometer tubes, all as per plans submitted, and approved. Portable hatches fitted in insulation of floor of No 1 hold, in three lines on each side, in way of timbers, also convenient insulated plugs, for the examination of bilge strums: doubling of 2" T.P. also laid on floor of No 1 hold under hatchway: plugs also fitted in overhead insulation in way of deck ventilators.

Weather deck hatches placed in position, and renewed or repaired as required; handpumps & sluices overhauled, and put in working order, and deck plates, & plugs renewed as required.

Ridley Towell



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Foundation