

the whole of this space, and other damages, as enumerated in the press copy of Damage Survey report attached hereto.

Repairs of Damage. - The lower part of stem forged cut off and a new scarp cut off and a new scarp cut; a new fore foot casting fitted longer to meet the new scarp in stem; 10 consecutive keel plates renewed from forward and the two plates No 23 and 24, together with the first sixteen keel doubling plates, and the two plates No 21 and 22, and the keel rubbing bars for the same length; the center girder plate, and top and bottom angles renewed from the collision bulkhead to the after end of engine room, a length of about 351 feet; the whole of the cellular double bottom frames, floors, reverse bars, and side girders renewed from the fore end of double bottom to the after end of engine room on both sides; the inner bottom plating renewed from margin plate to margin plate for the same length, and three margin plates renewed forward, two on Port side and one on Star^d side; the crippled frames and floors before the fore end of double bottom and in way of fore foot casting, 11 each side, cut and partly renewed with efficient scarps and straps to same; the plating on top of tank in No 1 hold, the vertical division in center, and the angle connections of top plating with shell, all renewed; the panting stringers repaired, and the following outer bottom plates renewed on both sides, viz. - in A. strake No 1 to 20 consecutively and inclusive

- B - " - No 1 to 17 - " - " - " - "
- C - " - No 1 to 18 - " - " - " - "
- D - " - No 1 to 14 - " - " - " - "
- E - " - No 1 to 13 - " - " - " - "

and in F - " - No 10 to 19 - " - " - " - "

The holes cut in bow plates to receive the supporting logs, have been neatly filled in with plates, and doubling plates fitted over all; the two plates cut for salvage purposes renewed; the plates across the lower parts of the bulkheads renewed, together with the connecting angles and brackets to inner bottom renewed, the lower ends of stiffeners cut and partly renewed with efficient scarps; the web frames repaired; the broken and badly bent pillars renewed, and those slightly bent straightened and refitted; the whole of the close ceiling on the inner bottom and bilges forward of the E. and B. space renewed, and the rest of the close and spar ceiling throughout the vessel removed for cleaning and painting, and afterwards refitted and repaired where necessary; the bottom recemented with

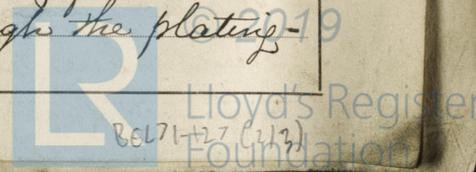
S.S. Philadelphia (ex Paris). Asphalte over the new work, and where found broken in other parts of the vessel; the suction pipes, air and sounding pipes, all renewed in the fore part of the vessel, and the rest, together with the deck and ballast pumps, and watertight doors, all overhauled, repaired where necessary and made efficient; the water ballast tanks throughout the vessel tested as required by the Rules; doubling plates fitted over cracks found at the corners of the doorways of the deck houses, and on the upper deck in the Port alleyway aft; the wood deck and lining on same damaged during salvage operations renewed, and the whole of the decks, including promenade and bridge decks caulked all over, the chain cables ranged, the masts, rigging, sails, boats, windlass, winches, steering gear and connections all overhauled, repaired where required, and made efficient; new stays have been fitted to the Main and Mizzen masts. The insulated chambers repaired where found damaged and made good.

The coal bunkers cleared, the whole of the frames, stringers, hooks, floor plates, keelsons (the engine and boiler bearers have been renewed to receive new Engines & boilers) ends of beams, watertight bulkheads, rivets and inner surface of plating exposed, and the condition of the plating in way of side lights ascertained.

All oxidation has been removed from the several parts above named, also from the outside plating, rivets, keel and stem, and the vessel thoroughly cleaned and painted all over inside and outside.

S.S. No 3. - What has been done in carrying out the recommendations for the repairs of damage, embodies most of the requirements of the Rules for this survey; the following repairs are due to wear and tear, viz. - two strakes of lower deck plating renewed each side of the boiler space, and the side bunkers renewed each side. The general equipment has been examined, and 130 fathoms 7" steel wire hawsers, test 116 tons, by Bullivant & Co, now supplied.

Alterations. - The rudder and stern frame removed, the after part of the vessel from the intersection of the counter with the rudder post, tapering forward to where the propeller shafting came through the plating.



Port of Belfast

Continuation of Report No.

dated Aug^r 24th on the

S.S. "Philadelphia" (ex "Paris").

- a length of about 80 feet - has been cut away, in order to carry out the frames and plating so as to enclose the shafting, in accordance with modern practice.

A new stern frame, and a new spectacle frame have been fitted of cast steel; the after length of flat plate keel and doubling to same renewed.

36 frames have been cut each side and partly renewed to the required form, all with efficient scarpings; the following plates have been replaced with new each side, viz- in A stroke 2 plates, in B stroke 3; in C 3; in D 4; in E 5; in F 6; in G 6; in H 5; in I 3; in K 3; in L 3; in M 2; and in N 3; 2 new after deep floors, and 2 new transoms fitted.

A new solid cast steel rudder and quadrant have also been fitted.

The sizes and scantlings of the new work are mostly in excess of what they were originally, and the material and workmanship are very good.

James Turpin
 R. J. Bennett

In order to adapt the engine and boiler space to the requirements of the new engines and boilers which have been fitted, the bulkheads that were in the vessel on frames 101 and 115, between the original boiler spaces, have been removed, excepting at the sides, which have been converted into two deep web frames each side, and a new watertight bulkhead fitted on frame 109. The bulkhead at fore end of boiler space, at frame 129, has been recessed at the lower deck two frame spaces forward, and renewed from the lower deck down.

The revised particulars for record of double bottom &c. are. - W. B. - Cell. D. B. a 106, and E & B 149 f 121, 1553 t. D. C. f 30 - 194 t.

James Turpin



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Foundation