

S.S. Turgot

each strake, viz., forward, amidships, and aft, and the thickness found to be as follows:-

	Forward - 80 ft. from ^{amid} _{stern}			Amidships.			Aft - 80 ft. from amidships.		
	Port	Starbd.	Original	Port	Starbd.	Original	Port	Starbd.	Original
1 - Strake (larboard)	$\frac{7}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{7}{16}$	$\frac{9}{16}$	$\frac{9}{16}$
2 - "	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{9}{16}$	$\frac{11}{16}$	$\frac{9}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$
3 - "	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$
4 - "	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$
5 - "	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$
6 - "	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	Double for $\frac{1}{2}$ length.			$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$
7 - "	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$
8 - "	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$
9 - "	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$ at end	$\frac{12}{16}$	$\frac{12}{16}$	$\frac{12}{16}$	$\frac{12}{16}$	$\frac{9}{16}$	$\frac{9}{16}$ at end
10 - (Prop. side)				$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{9}{16}$ at end

See accompanying midship section shewing correct number of strakes of plating in vessel.

Repairs on account of Deterioration.

In boiler space:- 6 floor plates and 4 boiler bearers new; 1 floor plate doubled 8 ft. on each side of centre; the tie plates on ends of boiler bearers new; double reverse frames fitted from bilge to bilge on 8 floors; the lower centre keelson angles renewed for a length of 12 ft. on each side; 2 butt- straps to centre keelson vertical plate and 8 vertical angles to centre wash plates new. One plate taken off bottom on port side to admit of new floors being got in and afterwards replaced.

In bunkers:- On port side, 12 reverse frames doubled from bilge keelson to main deck, one frame doubled from hold to main deck stringer, free straps fitted to 5 reverse frames, the angles on 3 main deck half beams renewed, 1 bracket knee fitted to main deck beam, 4 bracket knees to hold stringer new, 2 coal bunker plates doubled and 1 stiffening angle and 3 stays new. On starboard side, 2 reverse frames doubled from hold to main deck stringer, 3 bracket knees to hold stringer new, new angles fitted to 3 main deck half beams, and 2 coal bunker stiffening angles and 6 stays new.

In fore peak:- New breasthook fitted between main and fore-castle decks. The knees of 1 panting beam re-riveted and gusset plate fitted on each side connected to shell. In fore hold 2 reverse frames on starboard side and 1 on port side partly renewed.

In main hold:- On port side, 12 additional reverse frames fitted between hold and main deck stringers, and 3 reverse frames strapped. On starboard side, 5 additional reverse frames fitted between hold and main deck stringers, free straps fitted to 3 reverse frames, plate knees fitted to 1 main deck and 1 hold beam. The semi box beam at after end of main hatch re-riveted and fitted with new top plate, and