





and replaced, the rivets in shell plating tested where necessary, a large number of rivets in sheerstrake at ends of Bridge house renewed and the Bridge side plating doubled at ends on both sides of vessel for a length of thirty feet at fore end and seventeen feet at after end with plates  $1\frac{1}{2}$ " thick. Two plates on Starb.<sup>d</sup> side at upper turn of bilge renewed.

**Frames** - On port side forward before cellular D.B. nine frame angles renewed from keel to turn of bilge, and in way of cell. D.B. on port side twenty five frame angles renewed from middle line to tank margin, thirty three angles taken out, faired and replaced and thirty nine frame angles set fair in place. On starboard side forward, before cellular D.B., seven frame angles renewed from middle line to turn of bilge and in way of cellular D.B. twenty four frame angles renewed from middle line to tank margin thirty four frame angles taken out, faired, and replaced and forty six frame angles set fair in place.

**Floors** - On port side five floor plates renewed, sixty four floor plates taken out, furnaceed fair, and replaced and thirty seven floor plates set fair in place. On Starb.<sup>d</sup> side six floor plates renewed, fifty one floor plates taken out, furnaceed fair and replaced and forty six faired in place. The faired floor plates on both sides of vessel have been stiffened by fitting a vertical angle  $4 \times 4 \times \frac{5}{8}$  on each side of manhole as was found necessary.

**Tanks of cellular D.B.** - The strake on each side of middle line strake has been doubled for a length of about 100 ft (from frame No 77 to 117) with plates  $1\frac{1}{2}$ " thick; one margin plate on each side of vessel renewed.

**Web Frames & Bulkheads** - The foundation bar on tank top of No. 52 frame bulkhead riveted and recaulked, the lower plate of No. 62 web frame on both sides, taken out, straightened, and refitted. On port side the lower plate of No. 75, 78 & 81 web frames taken out set fair, replaced and fitted with double butt straps. On port side No. 82 screen bulkhead, four plates renewed. On port side No. 84 web frame the two lower plates taken out, set fair, and refitted with double butt straps. On port side No. 87, 90 & 93 web frames the two lower plates taken out, faired and refitted with double butt straps. On port side at fore end of stokehold two plates of bulkhead forming pocket to cross bunker renewed and a doubling plate fitted on top of passage doorway. The top plate of passage doorway of No. 99 bulkhead on port side fitted with a doubling plate. The top and bottom plates of passage doorway of No. 109 bulkhead on port side fitted with a doubling plate. No. 122 bulkhead fitted



## Steamer "Islam"

with an additional stiffening angle  $6" \times 3\frac{1}{2}" \times \frac{1}{2}$  on the lower horizontal bulk angle stiffener. On port side the lower plate forming floor plate of No. 158 web frame renewed and the two plates above taken out failed and replaced, the reverse frame angle renewed for a length of 23', two diagonal stiffening angles fitted across lower plate of web frame on both sides of vessel. On starboard side No. 138 web frame fitted with a diagonal stiffening angle across lower plates. No. 146 bulkhead the wing plate on starboard side part renewed, the upper landing edge above tank top riveted and foundation angle of bulkhead riveted Deck & Bulk Houses. The upper deck has been recaulked fore and aft. The fore and aft bulkheads of side houses and of the forward middle line house under Bridge have been doubled each side above and below door with plates  $13\frac{1}{2}" \times \frac{9}{16}$  thick.

A few pillars in hold taken out, straightened and refitted.

The chain cables have been retested (270 fms) the particulars of tests as follows - No. of certificate 1791 - Glasgow 15<sup>th</sup> Nov<sup>r</sup> 1893.

Length of chain 135 fms weight 356.3.6

size  $2\frac{5}{16}"$  stud link tests 134.75 & 96.25 tons

No. of certificate 1790 Glasgow 15<sup>th</sup> November 1893.

Length of chain 135 fms. weight 358.2.14

size  $2\frac{5}{16}"$  stud link, tests 134.75 & 96.25 tons

B. Seedhouse Supt.

The first bower anchor and stream anchor renewed.

Bower anchor weight 47.2.4 11.3.4 stock Rule weight 46.2.0

No. of certificate 34277 - Dudley 4<sup>th</sup> Nov<sup>r</sup> 1893.

List. 40. 17. 3. 7. B. J. Lewis Supt.

Description - Hotmans I.S. - Maker H. Hingley & Sons

Stream anchor 16.2.21 4-1-4 stock Rule weight 16.3.0

Description. Hotmans I.S.

No. of certificate 34278.

Makers. H. Hingley & Sons

Dudley. 11<sup>th</sup> Nov<sup>r</sup> 1893. B. J. Lewis Supt.

H. H. J. H.

Note. The steel used in the repairs of this vessel has been tested in accordance with Committee's requirements