

16166 Iron

Bulkhead new $12 \times \frac{5}{16}$. one new sparring plate $5 \times \frac{5}{16}$. 6 new plates to Bulkhead. 4 new plates to after bulkhead

In Coal bunkers parts of 19 reverse bars new
After Compartment - After Engine Room bulkhead repaired in the lower part. The bulkhead at after part of Engine Room was in two separate parts the after part extending from keel to hold beams and the fore part. Yr distant - from hold beams to deck. These two parts are now connected by an iron deck $\frac{5}{16}$ thick and well connected to side plating. There is also a watertight tunnel fitted to her, plates $\frac{5}{16} \times \frac{5}{16}$ with couple bars $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{5}{16}$. a watertight door sliding door fitted in Engine Room bulkhead as a communication to the tunnel. This tunnel we have had tested and found watertight. 4 gusset plates fitted from side of vessel to tunnel on the after side

The 4th and 5th courses of outside plating now doubled amidships the 4th course for about 125 ft and the 5th for about 115 feet. all the butt straps of old plating under doubling taken off and new ones fitted and double chain riveted. Vessel painted throughout

This vessel as she is now fitted &c has been compared with the Rules for the S.A. grade & appears satisfactory

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