

26 JAN 1950

S.S. IRRAWADI.

0-49.

Arranged with B.S.N.Co. for general examination for postponement of Special Survey.

49.

Examined all holds and tween decks (two fore and one aft) the fore and aft peak spaces, E.R. and boiler room spaces, decks, hatches, casings, vents, coamings and windlass and steering quadrant (chains and rods to be examined). There are two cement boxes in No.1 low hold (s.s.) one being against the aft bulkhead which with its boundary bar, is buckled. Another cement box on opposite side of bulkhead (in No.2) was recommended to be fitted as a precautionary measure. There are open floors in all holds and all were efficient.

In the aft end of No.2 hold (p.s.) the bulkhead boundary bar was rust sprung and it was recommended that a cement box be fitted for about 2/3rd height in way. A similar cement box to be fitted at the for'd bulkhead s.s. of aft hold also rust sprung. There are cross bunkers between E.R. and stokehold and the ford bulkhead is the W.T. bulkhead which has 3 W.T. doors - one for the tunnel and the others to the bunkers. Above each W.T. side door the ~~buckled~~ bulkhead was completely corroded. The bunkers are full and must be emptied for repairs to the bulkheads. The Ford bulkhead of the ER s.s. boundary bar is rust sprung at top and this will be released, freed and rivetted. with the aft bulkhead p.s. top bar of stokehold. *The same repair to be done*

49.

Examined cross bunkers (between ER and stokehold) now empty. One ford bulkhead plate each side above and in way of bunker WT door to be renewed and on starboard side one bulkhead stiffener to be renewed. On aft bulkhead each side one top plate each side to be renewed.

at this stage the survey was stopped at the Owners request and official notification has now been received from the Owners that the vessel will be sold for scrap