

Cum gratia St. Regis No 29393
(F.E.)



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Appendix

Suggested Remedies for ^{main observed} existing defects and proposed
extra Strengthening which should be provided to prevent future trouble
of a similar nature

After Peld

All defective rivets should be renewed, those in the frames - if the flange is of sufficient width - being replaced by larger rivets after the holes have been turned out. Defective Caulking of the Seams of Shell plating should be overhauled.

Extra Stiffness should be provided by fitting two or three approved Web frames in conjunction with a plate Stringer on each side forward of the tunnel recess. or equivalent arrangement.

It may be remarked that in the Sister Ship S.S. "Carnegie" Web frames and Stringers were fitted by the Owners in the after hold ^{and 1st 2nd hold} when the vessel was under Survey at Leith last month.

Bulkheads

1st 2nd holds.

10 repairs are thought to be advisable.

The riveting and Caulking of the backing Shell butts should be overhauled and it is recommended

that a fore and aft Stiffening angle be fitted at the middle of the butt between the adjacent frames.

Engine & Boiler Space

If an additional Web frame were fitted on each side of the Ship in the engine space and in the boiler space.

the risk of future trouble with backing frame rivets would be reduced. Defective rivets in the engine room Stringer Shell angles should be renewed and additional Shell lugs fitted from frame 1st 76 to 78 and 83 to 85. Horizontal brackets should be fitted attaching the Stringers to the Strong beam on frame 1st 85.

appendix

The oscillation of the feed heater and movement of the evaporator could be prevented by Staying the heater to the additional tube frame should this be fitted and by connecting the seating of the evaporator by substantial brackets to the tank side knees below it

after peaks

It is recommended that after the necessary repairs have been effected, they should be tested by filling the adjacent floor space with water.



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