





All the requirements of the Rules for Special Survey No 3 have been complied with.

Alterations & Additions

Panting stringers fitted in fore peak tank from collision bulk head to stem, plate  $17 \times 36$  connected to shell plating with  $5 \times 5 \times 36$  angles & stringer supported with brackets on every frame.

Strengthening in bottom for  $\frac{1}{2}$  length -  $5 \times 32 \times 36$  stiffening bars fitted to bottom plating in 6 spaces at  $2' - 9"$  from center girder <sup>No 5</sup> in line with  $\frac{1}{2}$  girder, and also in 6 spaces between main girders and

## ANCHORS.

Number of Certificate.	Anchor.*	WEIGHT, EX STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...													If Patent state name of Patentee.		
	2nd „															
	3rd „															
	Collective Weight.															
	Stream .....															
	Kedge.....															

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower

## CHAIN CABLES

[illegible]

<sup>24</sup> For Damage Repair see followers

Continuation of Report No. 18174 dated 29 Feb 1944 on the

1/ Damage stated to have been sustained through colliding with  
quay wall at Douglas. I.P.M. on 17<sup>th</sup> October 1922.

Shell plating, starboard side:-

C stroke no 7 plate removed fixed & replaced

8. " 10 478. — " — " —

E " 1078.49" " — " — "

F .. nos. 748 " — " — " —

G " No 4 plate removed fused & replaced & doubler fitted

Rehmid same for 2 frames spaces where plate badly worn.

No 8 plate removed & replaced

No 4 + 9 fused in place.

H. " No 9 plate removed fused & replaced.

Starboard quarter wood belting & face plate renewed.

Starboard wing plate of aft lumber bulkhead joined in place and  
1 frame cropped & put renewed.

10 1/2 frames forward of hold after bulkhead cropped & part renewed. One bulkhead bracket on star side after bulkhead removed failed & replaced.

2 Damage stated to have been sustained through grounding at Lavar on 29 February 1923.

Vessel placed in dry dock, bottom keel & rudders cleaned, exam'd & afterwards recoated. Rudders lifted, 3 punts renewed, caulking holes reamored out & new bolts fitted.

Shell plating :-

Heel - 10 14 2 plates removed failed & replaced, 10 48 plate fixed in place.

Star side:- A strike 102 plate removed fared & replaced, 1011 fared in place.

B stroke nos 2, 6, 7, 8 & 9 plates removed fused & replaced.

C " 1106 plate fixed in place.

D " no 3, 4 5 & 6 plates removed faded & replaced.

No 9 failed in place.

Port side:- A Strake, No 2, 3, 5, 8, 9 & 10 removed & replaced.

No 4 failed in place, No 11 cropped & pat renewed.

B stroke, No 187 plate furred in place.

No 2,5 TB removed failed & replaced.

C stroke No 2 plate removed fixed & replaced.

D strike 100 249 failed in place, 10445 renewed.

No 3, 708 removed fared & replaced.

Bulge keels, p & s. sides removed, faired as necessary & replaced.

T-pendulum angles fixed in place; 4 back straps renewed.

Frames:- star side 110687 in pre peak cropped & part renewed.

pub- side. 10 578 " - " - " - " - "

draft collision ~~bullet~~ no 68 mg " — " — "

for. of after hold lumberd No 11 " — " — " — "



Greenock.

Continuation of Report No. 18174. dated 29 February, 1924 on the

S.S. Malachite.Continuation of No 2 Damage.

No 1 floor after collision bulkhead faired in place.

In Engine Room:— 23 floors & frames faired in place, bottom angles fitted to 3 frames, and 3 steel intercostal lug, re-riveted; fore peak tank - sounding pipe refitted, water in No 1 & 2 deep floors all removed, and center wash plate re-riveted to floors; some 50 defective rivets in beam knees, frames & brackets renewed.

All hold & bunker ceiling renewed. Bilge & tank suction pipes removed for access & afterwards replaced. All double bottom tanks & fore peak tank examined & tested after repair by water pressure and found satisfactory.

All broken cement and where disturbed in way of damage repairs cut out and renewed.

Steering chains renewed.

R. J. Dorey &  
Robert Dunsmeith