



S/S "MILLUNA" Ex. "FRANZISKA"

certificates issued. Plating at sidelights examined. Shell  
plating drilled.

Deck Repairs:- Floors & intercostals under wide spaced hold  
beams stiffened up throughout ship by fitting doubling  
plate over manholes in 3 floors in way of 2 soled intercostals  
added, or existing half depth intercostals built up to  
full depth soled, except at after end of No 1 Hold and  
at end of No 4 Hold, where pillars come close to tank side.  
Floors in way stiffened by vertical built angles 8x3½ & half  
depth flanged intercostal between same. Tween deck girders  
were fitted with double straps in place of existing single  
straps, and tween deck bulkheads stiffened in way of girders  
by brackets & stiffeners by fitting face bars to existing stiffeners  
with bracket at top & bottom. Tunnel stiffeners connections  
to tank tops made up to rule by fitting brackets to tank  
tops. Escape (trimming) hatches in tween decks fitted with  
single coaming & covers to Board of Trade requirements.  
All hatch webs, coamings, shoes, rest bars &c overhauled  
& repaired where necessary. 4 new life boats fitted.  
Life lines fitted to tank tops. Cargo battens repaired &  
replaced where necessary. Rudder lifted & found in order  
& turning chains annealed. Weather boards full height fitted  
proof front openings in rudder channels. Anchors examined  
& found in order & in accordance with test certificates.  
Caulk provided for draining fore peak chain locker flat.  
A number of hold ladders repaired & faired. Main deck  
in way of hatches faired where indicated & 2 small doublings  
added. Tank top plate in No 3 hold previously temporarily  
painted now cut abrupt & doubling plate fitted.  
A considerable number of minor repairs carried out.  
Weakness of plating ascertained by drilling as given on last  
page of report (see above letter 9<sup>th</sup> Dec & Secretary's reply 20<sup>th</sup> Dec)  
see also Newcastle Report No. 74010. (1<sup>st</sup> Entry) & No 73935.  
about. & Secretary's various letters, also Surveyors six month  
reports Leith Nov. '19: Grimsby Nov. '19: Hull Sept. 1920  
Rotterdam Nov. 1920:



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St. Se. Sr. "MILLUNA" ex. "FRANZISKA"

Thickness of plating as ascertained by drilling

STRAKE	AMIDSHIPS.		FORWARD.		AFT.	
	PORT.	STAR.	PORT.	STAR.	PORT.	STAR.
edge Sheer. M.	14.	13.				
Below. L.	12	12				
in Sheer. K.	12	12½	11	-	-	11
below J.	12	12½	-	10	9½	-
below H.	12	12½	12	-	-	9½
below G.	-	12.	-	12½	9.	10.
below F.	12.	12.	12	-	9	-
below E.	12.	-	-	12	-	14.
below D.			9	-	-	-
below C.			-	12	-	-
below B.			12.	-	10.	10.

Drilling taken just aft of fore peak bulkhead, just forward of after peak bulkhead and in bunkers. Thickness given in tenths.

Damage Repairs:-

On Port side No 18 plate in E strake renewed. On Port side No 3 plate in D strake, No 6 in E, & Nos 1 & 17 <sup>and No 3 keel plate</sup> removed, faired and replaced. No 4 in B strake & No 6 in B, No 2 in F, Nos 4 & 5 in E & Nos 6 & 8 on aft in E strake faired in place.

On Star side:- No 3 in G strake, Nos 3 & 5 in F strake faired in place. 3 lengths bulwark on Star side and one on port, faired in place.

Channel frames part renewed, 4 Tank side brackets removed, faired and replaced and 1 floor beam in No 1 Tank, 33 shell lug, 3 stringer fasteners & B stringer intercostal plates, & 3 tunnel plates all faired in place.

A number of leaky rivets renewed & some caulking overhauled. A number of minor damages made good.

F. Webb

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