

S/S. "LORD. BROUGHTON"

Assigned and verified and new certificates issued. Plating under all side lights examined. Shell plating drilled

Survey Repairs:-

Decks - On after well deck 3 plates doubled on fore deck 3 plates doubled and Stringer plate, 3 decks faired where set down.

Tanks In No 1 Tank an additional 11 space intercostal girders fitted Port & Star at fore end of tank with double connecting bars to shell & brackets into fore peak.

In No 2 Tank 6 floors & 4 intercostals half doubled

Bunkers In lower bunkers 3 side plate, 1 shoot plate, & 3 stays renewed. 1 bottom plate doubled, 2 corner bars removed faired and refitted. 3 stays faired in place. Back bars fitted to Bunker hatch beams.

Bridge front additional stiffened to meet foreward requirements with face bars on existing stiffeners and hatch webs increased in number by moving 2 existing webs in each hatch out & fitting additional new web in centre of upper & bridge deck hatches (See Secretary letter 26/11/20.)

Case pipe deck flanges fitted with Smithed doublings. Hand pump fitted to fore peak, Downton pump fitted, A number of new ventelators fitted & other repaired made good.

Tunnel plates in No 3 hold faired in place. A number of hold fillers removed faired & replaced & some filler cut lugs refastened on tank top. A quantity of ceiling, girth battens & a number of hatch covers renewed. Hatch trimmings, fore rafters, beams, shoes &c repaired or part renewed as found necessary. Rudder lifted and 1 puntle renewed & others rebushed. Rigging, & spars overhauled & hauled as found necessary. For thickness of plating ascertained by drilling at ship see last page. A number of minor defects made good. 75 fthms 4 1/4" steel wire supplied.

Damage Repairs:- On Star side No 2 plate in Forecastle sheer renewed.

Star side Forecastle sheer plate No 3, 2 plates in main sheer way of No 1 Hatch & No 5 in B. Strike. and on Port side No 5, 11, & 12 in A strike, No 11 in B strike & liner, & No 6 in strike & liner all removed faired & replaced.

Star side B 2; C 2, 5; D. 6; F 2; H 12; & J. 12.
On Port side A. 6. 7. 10; D 7; H. 2. 3. 4. 13; J. 13;
all faired in place. also 1 Bulwark plate on

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number of stays removed failed & replaced and
 Counter plates, Poop stringer plate, gunwhale bar &
 moulding, Forward well gunwhale bar, 2 fore & aft gunnel
 bars, moulding & a number of strappings re all failed
 in place.

In way of No 3 tank, 1 intercostal, 2 shell lugs, 5 frames
 (part), 6 floors (part) 1 length centre keelson bar removed failed
 & replaced. 7 intercostals replaced by continuous girders

In way of No 2 Tank 4 floors & 4 frame bottoms,

In way of No 3 tank, tank end, & shell bar, 4 floors,
 4 frame bottoms, 6 shell bars & 3 main frames.

In way of No 4 Tank. 6 floors all failed in place.

Vertical stiffeners fitted to 1 tank end & 1 floor.

1 length bulge keel removed failed & replaced & 1
 length & 4 straps failed in place Port side. A number
 of minor repairs carried out.

Channel stiffeners to Centre line bldgs are $6\frac{1}{2} \times 3\frac{1}{2} \times 3\frac{1}{2} \times \frac{3}{8}$

See Secretary's letter 6/12/20. M. The poop & forecastle side
 plating was per table below. Air sounding pipe & striking
 plate under sounding pipes according to rule. See Sec. letter.
 9.12.20.

Thicknesses of Plating ascertained by drilling at ship
 given in Sixteenths

STRAKE		AMIDSHIPS		FORWARD		AFT	
		PORT.	STAR	PORT	STAR	PORT	STAR
Bridge Sheer	M.	8	8	6	6	6	6
1 st below	L	7	7	5	5	6	6
Main Sheer	K	9	9	19	10	9	9
1 st below	J	8	8	9	9	7	8
2 nd "	H	8½	8	9	9	7	7
3 rd "	G	10	10	9	9	7	8
4 th "	F	10½	10	9	9	7½	7
5 th "	E	10½	10	6	7½	8	7½
6 th "	D	8½	10	6	7	-	-
7 th "	C	9	8½	8	8	6½	7
8 th "	B	8	9	7	8	6½	7
9 th "	A	10	9	10	10	10	10

Drillings taken just aft of Fore peak bulkhead, just forward of
 After Peak bulkhead & in Bulkheads.



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