

Shorter) All the double bottom and peak tanks visited by water pressure and subsequently examined internally. Floors sealed and coated where necessary, all broken and loose cement made good. Tank tops and timbers faired and cemented and close and spar ceiling relaid and refitted. Decks examined. Chain cables ranged examined and found 15 fathoms short as per S.P.L. and now new lengths placed on board (see back of report). Chain locker cleaned examined and cables replaced. Anchors, Mast's spars, rigging and general equipment examined. No wedges in Mast's Hatches. Corners, V's, parrels and fastenings examined in position at the waterways and made good where necessary. Ventilator Gunnings and Corners examined. The steering engine and its connections, steering rods, Chain's blocks, and quadrantal wheels steering gear windlass hand pumps, W. & Doors and air and sounding pipes examined; and found as per in good condition. Piping plates found under all sounding pipes. Timbered bilged and verification from enclosed here in this form. S. 601 M/M.

Outside Flushing Port. Strake D plate N^o 2 renewed. Strake E plate N^o 1 plate N^o 2 & 3 stem renewed.
Strake E plate N^o 4 renewed. 45 stacked rivets renewed.

(Outside Flotino Störk's Straße E. plots Nos 2.6.8.9.14 p20 renewed)

Stroke 6 - 4 NOS 2.3 renewed

After Peak. 7 brackets at upper part of after peak 2nd stiffeners renewed. 3 Pigs to outside flange in 2nd side stringer in Port side renewed.

Shiller Room. A doubling plate. Lotted under stick Bailer in tank top

Tanagee opening. A double plate fitted in the End Corners Sticks

Some other small repairs have now been done to ventilator openings, hatch windows, windlass, derricks, hoists and air and sounding pipes. The vessel has been clipped, cleaned and painted all over.

Damages 1st. damage

This is stated to have been sustained by striking the ulnar of L. Perrine on the 24.29 October 1944.

Found

Recommended

Outside Flaming Port.	Strike	F plates	N ^{os}	Condition	Remarks
		F	N ^{os} 2, 8	intended	Tube removed & fired & replaced
		F	N ^{os} 5, 6	slightly set in	fired in place
		G	N ^{os} 7, 13	intended	removed & fired & replaced
		G	N ^{os} 16	slightly set in	fired in place
		H	N ^{os} 7, 15	intended	removed & fired & replaced
		H	N ^{os} 14	slightly set in	fired in place
		I	N ^{os} 8, 15, 16		fired in place

Hold No. 2 Part Frames Nos 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18 Transposed - - - - - fixed in place

N^{os} 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. or o.o. fired in place.

To effect these works 10 square metres of timber board had to be removed also corresponding spar ceiling. Further recommended that the outside plating be new listed and that all reported work be painted on completion of repairs. © 2020 The above repairs and recommendations have now been done to my satisfaction.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

see letter 26-6-46

ANCHORS.

[illegible]

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description	Maker of Cables	When and where tested and Superintended.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
103	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.	57 mm steel cable. Mysore Victoria		Bom N° 9230-12-43 F.B.
	275 m	57 mm	71.4	180	1700 lbs	30 - -					
Iron Stream Chain	(ie 18 ft)		✓	✓	(16 33.5 cwt)	✓		✓			

B — If this Report is copied by Conving Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

IF STOCKLESS, STATE MECHANICAL LOSS.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

W304-0154 2/4

Port of

Lilbo

Continuation of Report No. 4929 dated

March 1946 on the

১৫. "Maute Isabela"

2nd Hampden

This is stated to have been sustained by the vessel striking the wharf again in "La Coruña" on the 31st October 1944. For further particulars see Vessel's Log Book.

Found

and

Recommended.

Outside Sliding Stairs! Stairs F. plate N. 05 slightly indicated to be forced in place

-6- -11- -11- -10 9 plates Nos 6, 13, 14 in no v.d. - fasted in place

4-11-11 H. N. 14 indented on the rear of the 1st floor

4. H. no. 4856. 13.16 slightly indented on one side in place

I see NOS 14.15.17 - - - - - paired in place

Hold N^o 3. Stick! Frames N^{os} 7.8.9.10.11.12.13 (counting from first) and paired in place.

To effect these works 65 linear metres of spur ceiling need to be removed

Fuckier recommended that the outside plating in way of these repairs be hose tested and that all repaired work be painted on completion of repairs.

The above repairs and recommendations have now been done to my satisfaction.

3rd Damage

This is stated to have been sustained by the vessel grounding in "Paso Parangyo" on the 23rd December 1944. For further particulars see vessel's Log Book.

Found

706

Re can mend

Bottom Profile. keel strike plate No. 1 fin^g slightly bent. Tube found in place

Port Strake A plate No 2 badly bent renewed

Stroke D N4.3 removed

Stück 9 Straße B. Nr. 2

Trunk No. 1. Centre keelson formed slightly bent. ~~was~~ fixed in place

Floors N° 1, 2, 3, 4 & 5

Rudder -

For fire recommended that all repaired work be painted on completion of repairs.

The above repairs and recommendations have now been done to my satisfaction.

- 4th Damoc -

This is stated to have been sustained by the vessel striking the wharf at Cardiff on the 23rd February 1946. For further particulars see vessel's Log Book.

Found

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Recommended

Outside Flaring Part: Strake F. plate No 20 badly bent to be removed

Factor recommended that this plot be more tested and pointed on completion of repair.

The shade repair and recommendation have now been done to my satisfaction.

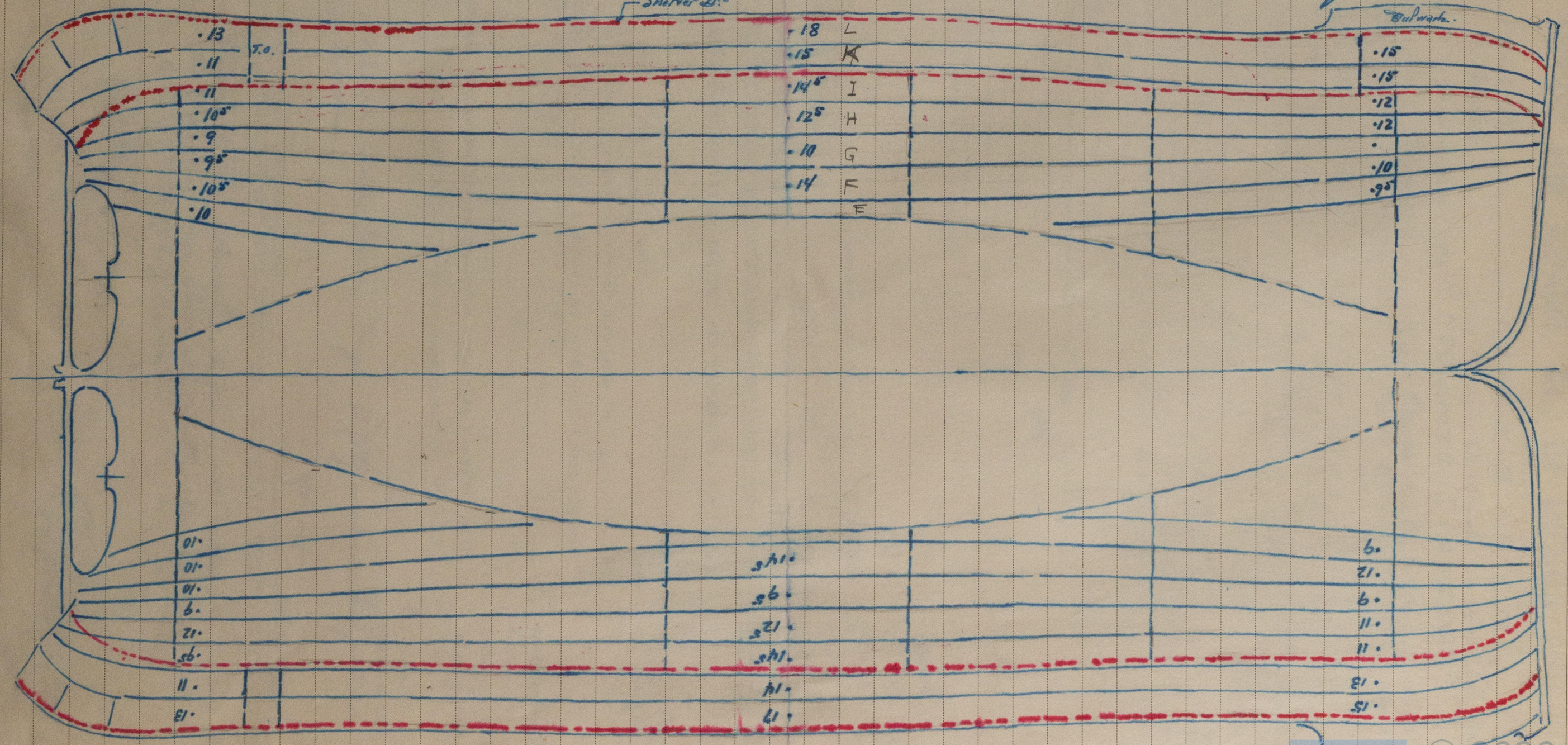
Also as stated on this date, the Crane of the East fell down in Vesp of Whinchies in N. 1
hold and damaged 2 Whinchies and one derrick, all these have been repaired since this time



SS. "Monte Isabela" List of drillings of the outside Plating

Starboard Side

Thickness given in Millimetres 3.46



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