

(Copy).

Takoradi,

5th. December, 1935.

A.H.E.

THR.

S.S. "STEFANOS COSTOMENIS".

The following is a statement of the repairs effected on the above vessel in Takoradi Harbour, to the instructions of the Master, and Captain Browne the Agent, please.

Twelve holes 9/16" were drilled through the ship's plating through the Fore Peak Tank, and four holes 9/16" were drilled through the ship's plate through the chain locker.

The ship's Cable was payed out of the locker for access.

One Steel Plate 9/16" in thickness was prepared, 4'-3" long by 15" wide, and was secured to the ship's side, outside, by 16- $\frac{1}{2}$ " Bolts. The joint was made of a sheet of Rubber insertion, with a $\frac{1}{2}$ " tallow packing "grummet" around the whole patch between the patch itself and the jointing, so as to make a watertight joint.

The plate was then hammered home to the set and the bolts tightly screwed up.

The ship's plating is about $\frac{5}{8}$ " thick in this area.

The fracture taking place along the "heel" of the longitudinal frame, through the chain locker bulkhead extending along the base angle of the chain locker.

Enclosed herewith is a sketch

The water was then pumped out and I found the fracture and the bolt holes all watertight to the satisfaction of Master and the Agent.

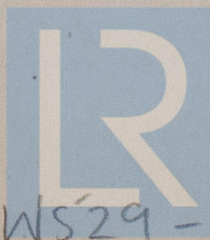
(Sgd.) E. Thompson

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