





"S. S. Sighnamara"

on her arrival at that port. A steel bulkhead has been fitted in the main deck about 10 ft abaft fore peak bulkhead for crew space. Angle girders have been fitted under upper and lower deck beams at middle line from stockhold bulkhead to fore peak bulkhead and efficiently pillared. The bridge stringer on each side has been strengthened with extra angle and plate between, and bracketed at ends to stockhold and fore peak bulkheads. New companion (steel) fitted to forecuddy. The stockhold bulkhead has been completed between the upper and lower decks. A T bar side stringer has been fitted about mid height on each side between upper and lower decks in forward main decks. The after end of the engine room casing has been carried out to the ship side, and a water tight flat fitted in lower deck beams, between same and after peak bulkhead. A new hatchway has been cut in upper and lower decks forward, and in upper deck aft, as shown on plan, and proper coverings, tie plates, fore and aft, hatch covers, etc. fitted. The entire rigging of both masts renewed, of increased size, and one extra shroud fitted to each mast, making three in each case; rigging screws etc. renewed. The steering quadrant etc. now fitted above the upper deck, and steering chains rods etc. made good. Bailing and cargo battens fitted in hold etc. as required. Deck pumps and suction pipes overhauled and made good. New companion way fitted in engine room skylight. Cargo winches, and derricks fitted. Certain other minor fittings etc. effected, and the work carried out in a satisfactory manner, and in accordance with the accompanying plans.

the following form:-

Makers.	Where and when tested Superintendent.

Cables.	When and where tested and Superintendent.

S. S. No 3:- how done:- The peaks, holds, bunkers, machinery space etc. examined; the floors, frames, reverse frames, stringers and other iron work examined and found in good condition. Solid cement between floors removed as deemed necessary. and all iron work in way found in good condition, and cement made good. Decks, masts etc. examined. Pumps tried. Foreboard verified. Hood hatches etc. examined. The windlass and steering gear examined. The shell plating examined in way of side lights.

It was not deemed necessary to drill the shell plating at this time.

To complete S. S. No 3:- The vessel and machinery to be examined in dry dock.

The vessel is presently laid up at this port.



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