

the equipment of steel wires has not been made complete at this time. Shell plating. The shell plating has been carefully examined and hammer tested all fore and aft where accessible from a ladder also from inside the vessel in the bunkers and fore peak.

The following additional drillings were taken in accordance with the Secretary's letter of 24th June 1932 :-

- J. Strake in fore peak (port) $7\frac{1}{20}$ "
- H Strake (port) about $\frac{1}{4}$ L from aft $10\frac{1}{20}$ " & $11\frac{1}{20}$ "
- G Strake (port) aft of amidships $9\frac{1}{20}$ "
- H Strake $\frac{1}{8}$ L fwd of midships $11\frac{1}{20}$ "
- J Strake (std) No 5 from fwd $10\frac{1}{20}$ "
- H Strake (std) No 2 from fwd $5\frac{1}{20}$ " (rec'd renewal)
- H Strake (std) No 4 " " $7\frac{1}{20}$ " full

It was recommended the following shell plates be renewed

- Port Side. G Strake No 14 ss. (5th below sheer amidships)
- (4th Strake below sheer) H Strake Nos 2, 3 & 4 (Nos 3 & 4 are included in dge)
- " " H Strake No 3 from aft
- 3rd " " J Strake No 2 from aft
- Starboard Side H Strake Nos 2 and 3 from forward
- (7th Strake below sheer) E Strake No 1 to be doubled. from forward
- (3rd Strake " ") J Strake No 2 from aft.
- (4th " ") H Strake Nos 2 & 3 from aft.

It was arranged further to examine the shell in way of H & J Nos 2 & 3 on port & starboard sides aft when a staging is available. The additional drillings and hammer testing show that the general condition of this vessel's shell plating is satisfactory. Examination of holds & tween decks.

The holds & tween decks have been examined with only portions of the tank top ceiling & bilge ceiling lifted and the following recommendations made.

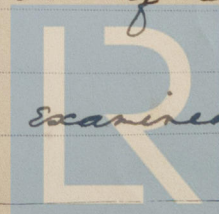
32 tank side brackets chiefly in Nos 2 & 3 holds & cross bunker and 98 tank side bracket top angles to be renewed.

The new tank side brackets are marked in vessel to be fitted to about every third frame.

A large number of tank top plates were drilled to ascertain thicknesses. Those originally $7\frac{1}{20}$ were found to be $\frac{5.8.5\frac{1}{2}}{20}$ & those originally $8\frac{1}{20}$ were found to be $\frac{6-6\frac{1}{2}-7}{20}$.

One plate at the forward end of No 1 hold port found $4\frac{1}{20}$, one plate at the forward end of No 2 hold (port) found $4\frac{1}{20}$ one plate at the forward end of after main hold (p+s) found $4\frac{1}{20}$ were recommended for renewal together with any other thin plates which may be found when the remainder of the ceiling is lifted.

The E.R. and B.R. tank top plating has not been examined at this time



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Repairs recommended to weather deck and tween deck plating.

Fore deck. Stringer plate on port side to be doubled

Forward end plate to be cropped & partly renewed

Fore well deck. Three plates at fore end of No 3 Hatchway to be renewed

Stringer plate No 2 from forward on both sides to be renewed

Bridge deck. Generally good. One or two doubtful plates require to be drilled

Aft well deck. Two stringer plates to be renewed

Poop deck. Stringer plates in way of quadrant to be cropped and partly renewed.

(Tween deck plating)

3 plates to crop & renew at fore end of No 3 Hatchway

Centre plate to renew at after end of No 3 Hatchway

Stringer plate to renew at port side of No 3 Hatchway

Nine frames in tween decks to be fitted with brackets

Engine Room Bulkhead. Coaming to be partly renewed

Tunnel recess. Port & Starboard wing plates to be renewed.

Minor repairs were recommended to be carried out to the bunkers and bunker hatchways and to the cargo hatchways and hatches.

Repairs to rust drawn work on casings fiddley & deckhouses etc were also recommended.

The floor intercostals in No 2 tank referred to in Bry Report 21956 have not been further examined at this time but the cost of the necessary repairs has been included in the estimate.

The after peak has not been examined at this time

The plating under sidelights (where lined) has not been examined. The rigging has been examined (see report attached)

It was further recommended that any additional repairs which may be found necessary when the vessel is fully opened up for survey should be carried out to the Surveyor's satisfaction.

Damage 1.

Shell plate B. 3. port found indented & set up

Bilge keels bent & buckled.

Damage 2.

One skewstrake plate (starboard) abreast poop & one in second strake below abreast after hatch indented.

Damage 3.

Forecastle deck rails & stanchions, deck composition, boat decks, boats, bridge front cleading ventilators etc damaged.

Damage 4

Shell plates H Nos 2, 3 & 4 indented

Recommendations were made for the repairing of the above

Port of Sunderland.

Continuation of Report No. 30982 dated 16 JULY 1932 on the

No repairs have been carried out at this time and the test holes in the double bottom tank top in holds have not been plugged.

The vessel has been moved from the repairers' yard to a berth in the river and no arrangement has been made for the necessary work to be commenced.

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Whilst in dry dock this vessel was measured for a Convention freeboard. This has been assigned but has not yet been marked on the vessels sides

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