

3/5 "COYLET" Continuation of Damage Repairs (1) (2)

Shell Plating: Port Side:-

Stem plates in 1st & 2nd strakes below upper sheer, removed, faired & replaced. (2)

Stem plate, 3rd strake below upper sheer, renewed. (1)

Starboard Side:-

Stem plates, 1st, 2nd & 3rd strakes below upper sheer, removed, faired & replaced. (3)

Internal Repairs:-

Breasthook plate & angles, removed, faired & replaced.

Removals for access:- one shell plate at scarp of stem, wood work and fittings in Bosuns store, replaced as before.

all new and disturbed work painted; Fore peak tank tested by water pressure.

Damage Repairs. (2):-

Shell Plating:- No. 9 plate, E Strake, Starboard Side, renewed. (1)

No. 3 plate, B Strake, Port Side, several rivets renewed & caulking overhauled & made good.

Bilge Keel: Port Side:-

2 lengths bull plate & straps, removed, faired & replaced.

1 length bull plate & shell angle faired in place.

Rudder:-

upper stock renewed. Several rivets in rudder arms, renewed.

Steering Chains repaired & annealed. Blocks & gear overhauled.

Aft Peak Tank:-

Several rivets in shell plating and Transom floor cut out & renewed.

Collar at transom frame electro-welded and caulking overhauled & made good.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 30 or 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	Owts.	qrs.	lbs.	Owts.	qrs.			
14108	1st Bower ...													Beal's "Horn" Stockless anchor.	Beal & Son	Cardiff 28/12/20. A. Jones
	2nd "															
	3rd "	65	0	14	Stockless	51	1	0	0	63	3	0				
	Collector's Weight.															
	Stream															
	Kedge.....															

* 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 Table 30 or 31.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length. Fathoms.	Diam. Ins.	Statutory Breaking. Tons.	Supplied. Tons.	Owts. qrs. lbs.	Owts. qrs. lbs.	Length. Fathoms.	Diam. Ins.			
23405	75	2 1/4	56 1/2	120 1/2	189, 2, 14	179, 1, 14	75	2 1/4	Stud	not stated	28/12/20, Cardiff, Penn.
Iron Stream Chain or Steel Wire...											

all broken and disturbed cement made good, aft peak tank tested.

No. 1 double bottom tank: Port Side:-

Several rivets in 3 gusset angles at tank margin, cut out and renewed.

No. 1 & 2 double bottom tanks tested & found satisfactory.

Special Survey No. 3:- (at owner's request) see page 3

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Special Survey No. 3:- vessel placed in dry dock, the bottom, keel and rudder cleaned, examined and coated. Rudder not lifted.

The holds, peaks, tween decks, coal bunkers and machinery space cleared. all ceiling and liner boards removed ashore (no longer required).

Steel work generally exposed, including plating under sidelights. all oxidation removed from the surface of the inside of shell plating.

frames, stringers, floor plates, beams, bulkheads, etc, steel work examined, found in good condition and coated. It was not considered necessary to drill the shell or deck plating.

All the double bottom and peak tanks tested by water pressure and subsequently examined internally, floors sealed and coated where necessary & all broken and loose cement made good.

Chain cables raised & examined. Chain locker examined and cables replaced. New pole masts and rigging fitted, wedges and covers also fitted. Wood hatches removed due to conversion to oil tanker.

The steam steering engine and its connections, steering rods, chains, blocks, rudder quadrant, tiller, steering gear, windlass, ventilators and covers, air and sounding pipes, pumps and general equipment examined and found or put in good condition. Doubling plates fitted under all sounding pipes. New freeboard assigned and verified.

Watertight doors to stokehold and tunnel removed (due to oil conversion) and openings in bulkheads plated over and riveted.

Chain cables raised & examined. Chain locker examined and cables replaced. New pole masts and rigging fitted, wedges and covers also fitted. Wood hatches removed due to conversion to oil tanker.

The steam steering engine and its connections, steering rods, chains, blocks, rudder quadrant, tiller, steering gear, windlass, ventilators and covers, air and sounding pipes, pumps and general equipment examined and found or put in good condition. Doubling plates fitted under all sounding pipes. New freeboard assigned and verified.

Watertight doors to stokehold and tunnel removed (due to oil conversion) and openings in bulkheads plated over and riveted.

Repairs: wear and tear:-

Steering Chains overhauled and annealed.

accommodation ladder saved on Bridge deck removed, straightened & replaced.

Ventilator on Port Side of Bridge deck part renewed.

Rails & stanchions on Port Side of Poop overhauled & repaired.

Equipment:- See London Letter M of 30th November, 1920.

The original 3rd Bower Anchor removed and a new Anchor of proper weight & test placed on board; also 75 fathoms Chain Cable placed on board: Markings on Anchor & Cable compared with Certificates and found in order. Particulars on Page 2 of this Report.

Conversion from Standard "A" Type cargo vessel to cylindrical Oil Tanker for the carrying of Petroleum in bulk:-

Five cylindrical tanks constructed (three forward of & two abaft the Machinery space) extending from top of double bottom tanks to upper deck, the scantlings and general arrangement being in accordance with the approved plans.

The expansion trunk for Nos. 4 & 5 cylindrical tanks extends from Poop to Bridge and is connected to Poop & Bridge bulkheads & decks.

H.M.P. P.T.O.

Glasgow

5/5 "COYLET"(Continuation of oil Conversion)

The expansion trunk for No. 3 cylindrical tank is the original No. 3 hatchway plated up from upper to Bridge deck, and plated over on top.

No. 2 expansion trunk extends from Bridge front bulkhead to a position at Frame 145 on upper deck and is connected to Bridge deck & bridge bulkhead at after end. The aft portion of this trunk is a dry space, also the centre portion of the aft trunk.

No. 1 expansion trunk is the original No. 1 hatchway plated over at top of beamings. Nos. 1, 2 & 5 double bottom tanks are fitted for carrying cargo oil and are not common to the cylindrical tanks. *Revised to S.W. 100*

Nos. 3 & 4 double bottom tanks are fitted for carrying fuel oil. The original manholes in No. 4 double bottom tank top in way of No. 4 Cylindrical tank are now plated over & riveted, and the single riveted seams of No. 4 D.B. Tank top in way of No. 4 Cyl. Tank, reinforced by injection of approved composition. See London Letter of 8th April 1921.

The centre division of No. 4 D.B. Tank has been made reasonably oil tight by filling up all drain holes with spigots.

A new oil tight floor fitted in the double bottom on No. 95 frame, dividing Nos. 2 & 3 D.B. Tanks, and the original watertight floor No. 92 made an ordinary floor with lightening holes & drain holes.

The space between fore end of No. 4 Cylindrical tank and Engine Room bulkhead is now the oil fuel bunker, and a centre division bulkhead fitted to approved scantlings. The seams & butts of Engine Room bulkhead, where single riveted, electro-welded, also the edges of the bulkhead boundary angles.

The double bottom tanks tested by water pressure to top of air pipes, and the cylindrical tanks & oil fuel bunker tested by water pressure to 8 ft. above top of expansion trunks with satisfactory results.

all air pipes carried to weather decks

Deep plate girders fitted on top of No. 3 Cyl. tank (Bridge space) at line of No. 3 hatch sides, connected at aft end to No. 3 Trunk sides, and at fore end, to Bridge front plating; a deep girder also fitted on underside of tank top at Centre line, with deep plate brackets in way of original hold bulkhead. See App. plan.

Pillars fitted in accordance with approved plan.

A steel centre line bulkhead fitted in poop space in way of aft end of No. 5 Cyl. tank.

The shaft tunnel is cylindrical and constructed to approved scantlings.

Escape trunks fitted at both ends of tunnel in accordance with approved plan.

A Cofferdam fitted in fore peak between double bottom tank end & fore peak tank.

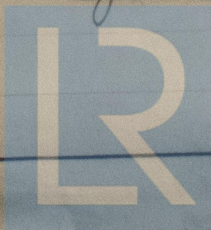
See London Letter of 5th Jan. 1921

All the Requirements of Section 49 of the Society Rules for the Carrying of fuel oil have been complied with as regards the hull of the vessel.

NOTE: Eight plans herewith.

H. W. Paton.

Henry H. H. H.



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