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FOR.....*Lloyd's London*.....

Extract from Resident Engineer's report at Messrs.
J.Koster Hzn., dated 26th Feb.,
1938.

A.J.Mansfield Esq.,
Supt.Engineer,
The General Steam Navigation Co., Ltd.

Messrs. Koster's Shipyard,
Groningen,
Holland.

Dear Sir,

Re-condition of Plating and rivetting on m.v. 161.

On Monday morning the 21st inst., rivetters commenced work on Fore Peak Tank.

When erecting bolts were hardened up, the holes of the double rivetted seam of Bilge Strake were half a hole out, the top line being out aft, and the bottom line out forward, making one line of holes blind whichever way the plate was faired.

I drew this to the attention of Lloyd's Surveyor.

As the other holes in plate were true, he ordered inside and outside plates to be electrically welded and re-drilled from outside of shell, plates were examined and passed by surveyor before being drilled.

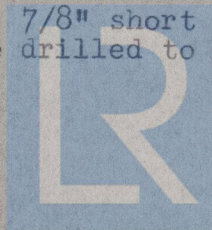
In all 18 holes had to be welded.

There have been about 15 other holes in shell and 20 on shelter deck which have had to be half welded up and re-drilled.

Cruiser Stern Counter Butt Strap.

When Butt Strap was erected 20 holes were blind on end of Port Oxtter Plate, holes of plate having to be completely welded in, and plate redrilled to strap.

Oxtter Plate was also 7/8" short and had to have a strip welded to it to enable it to be drilled to Butt Strap.



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On Thursday morning the Welder started filling in holes of main deck sheer strake where stringer should be erected to shell when made, and onto after part of after main deck.

This Stringer has to be specially made, and it was seen that shell plate had been drilled in wrong position.

In all 60 holes were welded up, 30 each in Port and Starboard shell plates.

Signed E. A. Cozens.



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