

WEAR AND TEAR REPAIRS: Four lower rudder gudgeon bushes renewed (wear). Two brackets on port side at stem in fore peak renewed (wasted).

Shell plate No.15 second strake below sheer on port and starboard sides renewed (wasted). Shell plates on forward and aft of plate No.15 port and starboard side drilled and found satisfactory.

Decks: Port and starboard former side coal bunker hatch coamings on bridge deck removed and openings closed by steel plates, riveted, 3 deck beams port and starboard side extended in way of former hatch openings, butts electric welded.

One deck plate in "B" strake, starboard side, abreast No.3 Hatch and fiddley on bridge deck renewed (wasted).

One deck plate aft of fore-mast house renewed (wasted).

One deck plate forward of No.1 Hatch renewed (wasted).

3 Deck plates forward of No.4 Hatch doubled (9 mm) (thin).

3 Deck plates aft of No.5 Hatch doubled (10 mm) (thin). Doublers secured by electric welding.

Deck plate on port side abreast aft mast deck house renewed (wasted).

Stiffening plates under fore mast renewed.

Aft bulkhead of chain locker port and starboard sides renewed (wasted).

No.3 double bottom tank top plating under boiler (drill tested) part renewed as found necessary, area of renewed plate about 13 sq.metres, part riveted and part welded. Eleven top angles of bracket floors in No.3 D.B. tank below boilers cropped and part renewed with flat bulb secured by electric welding.

In former side bunkers, 2 frames on port side and 1 frame on starboard side cropped and part renewed.

Bunker transverse and longitudinal bulkheads and 'tween and main decks in way renewed (all welded construction) (wasted).

Aft accommodation was altered at this time.

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

ANCHORS.

Number of Certificate	Anchor or Cable	WEIGHT OF STOCK			TEST PER CERTIFICATE			WEIGHT REQUIRED BY RULE		Description of Anchor	Makers	Where and when tested and Superintendent
		Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.			
	1st Bower											
	2nd "											
	3rd "											
	Collected 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 no. Certificate		WEIGHT OF CHAIN CABLE			Length and size per rule		Description	Makers of Cables	Where and when tested and Superintendent
	Length	Diam.	Statutory	Breaking	Supplied	Per Rule	Length	Diam.				
	Fathoms	Inch.	Tons	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms	Inch.

Alterations to No.3 Hatches: Bridge deck hatch lengthened, 2 frame spaces aft and main deck hatch lengthened, 1 frame space aft. Coamings of same scantlings and construction, extended and aft corners of hatches fitted with efficient doublers (butts welded). Bridge, main and 'tween hatches are now of same dimensions.

Decks, shell plating and chain locker hose-tested in way of repairs on completion and found or made satisfactory. No.3 DB tank tested in accordance with Rule requirements and found or made satisfactory.

The cargo deep tanks were not tested at this time and the Owners stated that only dry-cargo would be carried in these tanks.

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CONVERSION TO OIL FUEL BURNING: The vessel was converted to oil fuel burning in accordance with the approved and amended plans.

The former port and starboard coal side bunkers were converted and modified to side upper and lower deep and settling tanks to carry oil fuel. The transverse and longitudinal bulkheads in way of the tanks and the tween and main deck plating of the former coal bunkers were renewed (plating wasted)

The side deep and settling tanks were stiffened internally in accordance with the approved and amended plans. Steelwork of all welded construction.

Nos.2,3, & 6 double bottom tanks were converted to carry oil fuel and were scaled and cleaned internally, and the centre girders blanked by steel plates electric welded. All single riveted seams were seal welded, and cofferdams were formed between Nos.3 & 4 tanks by closing floor No.82 and also under the side deep tanks at frames Nos.80 to 82. Cofferdams were also formed over the port and starboard settling tanks in accordance with the approved plans.

Air and sounding pipes in accordance with Rule requirements fitted to oil fuel tanks, and cofferdams as required by Rules.

Overflow from settling tanks led through well-lighted sight-glass to No.3 port DB tank.

A suction valve controlled from main deck level was fitted inside fore peak tank.

Cutterbars welded to DB tank tops in engine room and boiler room in way of side deep and settling tanks and led to oily bilges port and starboard formed in engine room space.

Wood sheathing fitted to No.3 Hold aft bulkhead in way of O.F. settling tanks.

Manifold with change-over locking device on valves fitted to oil fuel and ballast lines.

The oil fuel double bottom tanks, side and settling tanks tested on completion in accordance with

Rule requirements and found or made satisfactory.

3x PLANS ATTACHED.

W.S.

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