

Lloyd's Register of Shipping. 10 JUN 1941

Ship's Name S.S. CITY OF BARCELONA Official No. 161151.

Memorandum of alterations reported since ship was surveyed for assignment of Load Lines
in _____

REVISION OF FREEBOARD. 9.6.1941.

The Plating deck of the vessel has now been made the
main deck by virtue of the closing of the Tonnage
hatchway, the Plating deck overhead stoppers & the
work ports in the Tonnage well.

The method of closing employed for the Tonnage
hatchway is by means of 7 1/2" steel plates at
each end of the hatchway, riveted to the hull
modified to being the plates joined with the top of the
coaming & by means of 3" wood latches in the
centre bolts to new steel bars of increased standing
width & to a centre thwartship beam riveted to the
two fore & aft beams supporting the inner edges
of the steel wing cover plates.

To ensure watertightness these wood latches have been
canted & padded. To provide entry to the new
accommodation for the ship's gunnery arranged on the
port side of the vessel within the bridge shelter space
at the after end a companionway has been arranged
on the steel cover plate fitted to the port side of
the Tonnage hatchway, giving access to the Tonnage
well, this companionway being constructed of 1/4"
steel plate riveted to the forepart of cover plate
& fitted with a substantial wood door operable from
both sides. A side light of 21" has been provided.

The work ports in the Tonnage well have been
permanently closed by means of riveted steel
spigot plates & all overhead stoppers within the
Plating deck space by means of welded steel plates
on the ship's sides with the exception of 7 overhead
manholes which have been fitted with screw down valves
in addition to the existing non-return valves & 1
M.C. discharge serving the main space aft which, as
a temporary measure has been provided with a
removable wood plug, no screw down valves being
available within the tank. (See later Rpt. C. 11 (Contd.) 12/8/41)

The 7 stoppers referred to above are viz: -

Phd. 1642

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in CONT. 9.6.1941

Two drains from The unit have forward. (IP. 15.)
 Two drains from The Main & Foremain Accommodation
 aft (IP. 15.)
 Two drains from The Main Station aft (IP. 15.)
 & one 3 1/2" discharge from The W.C. now provided
 within The Tonnage Well for The use of The Ship's
 gunners.

All The new down valves fitted to These discharges are
 arranged to be operable by means of extended spindles
 from above The new foremain deck.

Four 3" drains from The Weather deck space have
 been arranged at The forward & after ends of
 The Machining space (2P. 25) draining to The
 bilges, all being fitted with large strainers fitted
 to deck heads.

To provide ventilation for The new accommodation, two
 ventilators of The mast type (1-6" & 1-8") have
 been provided on The port side of The weather deck
 & in addition a small ventilator has been arranged
 also on The port side of The vessel in way of
 The new W.C. within The Tonnage Well.

All ventilation are provided with wire plugs &
 canvas covers for drains.

To provide light thru side scuttles, 8 1/2" in diameter
 have been arranged in way of This new accommodation
 & an additional scuttle in way of The W.C.
 within The Tonnage Well, all being fitted with hinged
 deadweights & padlocks.

The revised gunwale marks have been cut in The
 ship's side, checked from The new certificate & found
 correct.

A copy of This report has been forwarded to
 The Bureau for attachment to The Structural Report
 on board The vessel.

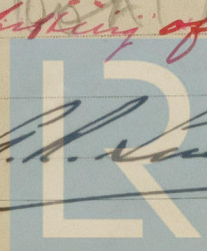
NOTE. This vessel is of The steel deck type.

Sealable provision made for the fitting of life lines
 in accordance with the rules.

See. Lt

18/6/41

H. H. Lawson

Life lines
condition of ship

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Lloyd's Register
Foundation

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