

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Freeboard verified from certificate No. 26386 which is returned herewith, provisional certificate issued for six months pending the issue of an International Load Line Certificate.

Repairs Wear and Tear
Rudder inspection plates removed for inspection of upper and lower pintles, nuts tested and closed in good order, contra guide rudder tested and found satisfactory. Approximately 25 feet of scattered wasted and fractured welding veed out and rewelded.

Anchor Windlass and Steering Gear
Opened up and minor repairs and adjustments made, closed up, tested out and found satisfactory.

Repairs to Bulkheads
Longitudinal Bulkhead
Between No. 3 centre tank and No. 3 port wing tank, one 2" welding fracture under 2nd corrugation at junction with vertical stiffener veed out and rewelded.

Between No. 4 centre tank and No. 4 starboard wing tank, one 2" welding fracture veed out and rewelded.

Between No. 5 centre tank and No. 5 port wing tank, two 2" welding fractures veed out and rewelded.

Between No. 5 centre tank and No. 5 starboard wing tank, three small welding fractures veed out and rewelded.

Between No. 6 centre tank and No. 6 port wing tank, three small welding fractures veed out and rewelded.

Between No. 7 centre tank and No. 7 port wing tank, three small welding fractures veed out and rewelded.

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

Proof Strain **ANCHORS.**

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.		WEIGHT OR STOCK.				TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
SF5799	1st Bower	104	3	8	155	1	00	69	4	3	6			Baldt Stockless	Columbia Steel Co.	Pittsburgh
SF5798	2nd "	104	3	8	155	1	00	69	4	3	6			Ditto	Ditto	Pittsburgh
SF5422	3rd "	104	2	16	155	1	00	69	4	3	6			Ditto	Ditto	Pittsburgh
	Collective Weight															
SF5803	Stream Kedge	38	2	18	79	2	20	35	7	1	8			Ditto	Ditto	Pittsburgh

*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 rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
PH20079	300	2 5/16	135	41	199	57	834-2-6			C.S. Casting Co., Sharon, Pa.	Pittsburgh
Iron Stream Chain or Steel Wire	120	5 1/8						120	5 1/8	Flex. S.W.R.	

Between No. 8 centre tank and No. 8 port wing tank, one small welding fracture veed out and rewelded.

Transverse Bulkhead
After transverse bulkhead in No. 4 centre cargo tank (Frame 62)
1 - 6"x6"x1/2" T bar bracket approximately 3'-0" long sniped at end for 1'-0", fitted and welded at port stiffener top bracket.
1 - 6"x6"x1/2" T bar bracket approximately 3'-0" long sniped at end for 1'-0", fitted and welded at starboard stiffener 3rd bracket down from deck.

S/S "THAUMASTUS"

After Transverse Bulkhead in No. 7 centre cargo tank (Frame 53)

1 - 6" x 6" x $\frac{1}{2}$ " T bar bracket approximately 3'-0" long sniped at end for 1'-0", fitted and welded at centre stiffener 6th bracket down from deck.

Ladder hand railing repaired in Nos. 2, 6 and 8 centre tanks.

Heating coils, cargo lines and steam smothering lines tested and renewed as found necessary.

Eight riveted crack arresting straps on hull bottom, sides and deck as per Todd's Drawing T2-1101-19 and approved April 20th, 1948, were fitted at this docking.

Bottom shell straps at 3'-4" outboard of Longitudinal bulkhead (P&S), of 40-8 lb. plate at 12 1/2" wide of riveted construction, 1" dia. rivets, four rows.

Side shell straps on F strake (P&S), 9" above longitudinal No. 12 of 40-8 lb. plate x 16 1/2" wide of riveted construction, 1" dia. rivets, six rows.

Side shell straps on J strake (P&S), 9" above longitudinal No. 3 of 40-8 lb. plate (mid-ship bridge section 50 lb. plate) x 16 1/2" wide, 1" dia. rivets, six rows.

Deck straps at 18" outboard of longitudinal bulkhead (P&S), of 40-8 lb. plate x 12 1/2" wide of riveted construction, 1" dia. rivets, four rows.

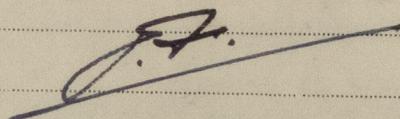
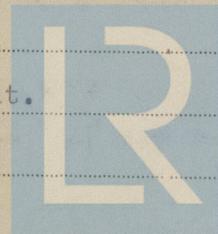
All riveting with maximum spacing of 3 3/4". Strap butts welded as detailed on above drawing. Deck and hull plating cut by burning at the center of each strap. Stopper holes drilled at forward and after ends of cut, prior to burning.

Rat holes of 2" half circles cut in each transverse web.

Kingpost (P&S), deck doublers cropped and rewelded. Kingpost cut back on outboard side and flat section welded in. Outboard deck brackets (2) for Kingpost renewed, extending 8" outboard of original brackets.

On completion of work, all tanks tested and straps proven tight.

Part. B issued, copy herewith.

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Lloyd's Register
Foundation

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