

"TECTUS".

examined and found good. All E.R. double bottom and fore and aft peak tanks tested by water pressure ^{examined} internally and found or placed in good order. D.B. cofferdam examined. Repairs.

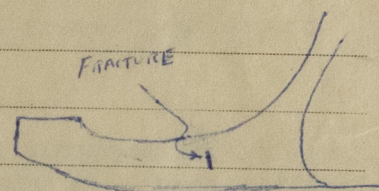
Shell:- Welded seams and butts of keel and bottom plating in way of fore and after peaks built up as required.

Fore Peak:- Washplate found fractured at No.2 B.A. stiffener in way of panting bracket. Fracture cut out and welded. Stiffening angle welded to panting bracket and washplate in way of fracture
No.94 bracket between magazine and shell p.s. found fractured at toe.
Bracket slotted and doubler fitted with bracket welded to doubler.

Rudder:- Defective welding made good.

Sternframe:- Small fracture in lower part of stern frame veed out and welded (See sketch).

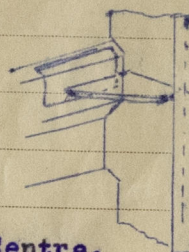
It is recommended that this be specially examined at next dry docking.



Cargo Tanks:- Tested on account of reported intertank leakage and repairs as under carried out.

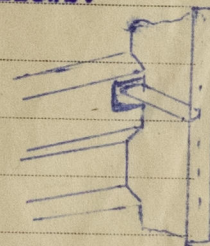
Transverse Bulkheads:- Bulkhead fracture at toe of web tripping bracket veed out and welded. Bracket cut back and tee-bar connection extending beyond toe of bracket fitted. Doubler welded to reverse side of bulkhead as follows:-

<u>Tank.</u>	<u>Web.</u>	<u>Bracket.</u>
No.2 Centre.	Starboard.	Bottom.
No.4 "	Centre.	Bottom.
No.8 "	Centre.	Bottom.
No.9 "	Centre.	Bottom and Centre.



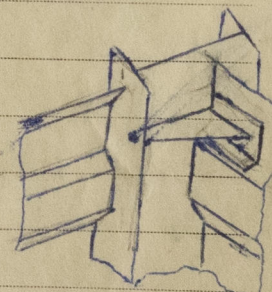
Bulkhead fracture at end of centre web stiffener between bottom and centre brackets veed out and welded. Doubler welded to reverse side of bulkhead as follows.

No.9 centre tank, centre web, centre bracket.



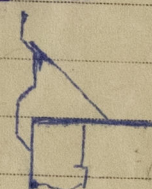
Bulkhead fractures at toe of corner bracket veed-out, welded and welded doubler fitted in way as follows:-

No.2 Centre tank forward bulkhead, starboard forward corner
2nd. and 3rd. brackets from bottom.
No.3 centre tank forward bulkhead, starboard forward corner
2nd. and 3rd. brackets from bottom.

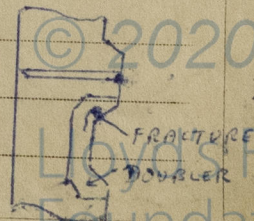


No.5 centre tank forward bulkhead, port forward corner bottom bracket.

Longitudinal Bulkheads:- Bulkhead fracture at toe of forward and aft ^{transverse} shell girder brackets veed-out and welded, brackets slotted and welded doubler fitted to bulkhead in way in Nos. 2, 3, 4, 5, & 9 centre tanks.

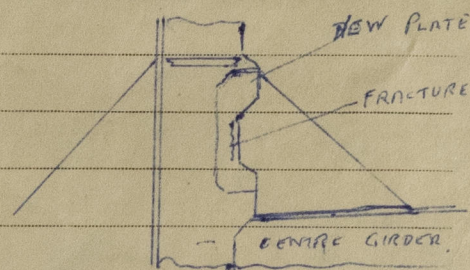


Web on Transverse Bulkheads:- Web plate veed-out, welded and doubler fitted in way of short fracture at corrugation, web connection to bulkhead re-welded as required in No.8 centre tank port web between centre and bottom brackets.

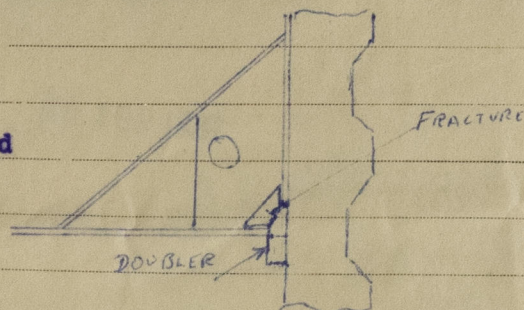


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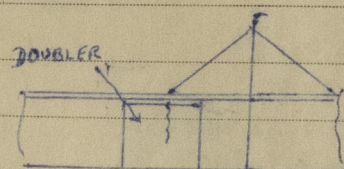
Web plate cropped and part renewed where buckled locally and fractured at corrugation in No.5 centre tank, port web between bottom and centre brackets and No.2 centre tank port web between bottom and centre brackets.



Bracket connecting centre web to centre girder, short crack at inner edge of bracket plate veed-out, welded and shaped doubler fitted. Compensating stiffener fitted to bracket plate in way in No.9 centre tank centre web keelson bracket, and No.8 centre tank centre web keelson bracket.



Flanged longitudinal cracked at connection to bracket from transverse. Crack veed-out, welded and flanged plate doubling fitted in way in No.4 centre port side No.4 frame from centre keelson, and No.6 centre, port and starboard sides, No.4 frame from centre keelson.



To complete the Special Survey the bottom and rudder remain to be examined in dry dock, all cargo tanks, deep tanks and bunkers to be examined and tested, pump rooms and side tank cofferdams, masts, rigging, anchors and cables, general equipment, steering gear and windlass to be examined.

It is stated that this will be done on vessel's return to U.K. in about six months.

M. Del

*BM
See also
enclosure in
this report*