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EXTRACT FROM BOMBAY REPORT NO.9139, dated 4th July, 1949

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1.v. "ATLANTIC QUEEN"

"Examined the bulkhead between Nos.9 & 10 centre oil tanks. Cracks were found in the transverse bulkhead welding and plate at the junction of transverse and longitudinal bulkheads Port and Starboard commencing approximately 1' above the upper shelf plate.

On the starboard side crack extends vertically for 24" through the weld and runs 6" into the plate above where the longitudinal bulkhead corrugation turns outboard.

On the Port side the crack is in the plate 1" away from the corner weld and follows the contour of the longitudinal bulkhead for a distance of 2'-6".

Cracks were said to have been originally noted here by the ship's staff some 3 months ago, and were welded up by the Chief Engineer using a welding plant which is carried on the vessel. They had now opened up again in the same position, and that on the Starboard side extended into the plate.

All old welding was cut out from both sides. A small hole was drilled at the end of the crack in the plate (S. side) and the crack veed out from both sides. The job was then welded up from both sides and the corner was reinforced in No.10 tank by 7 small gussets made of  $\frac{5}{8}$ " plate spaced at 5" intervals in the way of the crack and welded to longitudinal and transverse bulkheads. On completion of work No.9 tank was pressed up with water and the repairs were found tight."



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