





S. S. "Modum"

been cut out & refitted at No 44 frame & additionally stiffened.  
Additional oiltight bulkheads have been fitted on frames Nos 16 - 30 - 59 - 96 - 100 - 115 & 146 as per approved plans.

These Bulkheads are stiffened as follows, viz:-

Stiffeners

No of B'Head	Thickness	Horizontal		Vertical		Frames	No of B'Head
		Size	Spacing	Size	Spacing		
16	.46 to .44	2 Webs 24 x .46 B.A. 11 x 3 1/2 x .54	13' 0"	2 Webs 24 x .46 B.A. 11 x 3 1/2 x .54	26	6 x 6 x 50 Sing	To Upper Deck top of Tank.
30	.46 to .44	plate 36 x .46 B.A. 7 x 3 x .60	one	2 Webs 37 1/2 x .46 B.A. 12 x 3 1/2 x .52	24 & 27	do	do
44	.42 to .38	plate 35 to 29 x .46 B.A. 12 x 3 1/2 x .64	3 in depth	B.A. 12 x 3 1/2 x .58 4 Riv Bars 6 x 3 1/2 x .60	30	do	do
59	.46 to .40	plate 36 x .46 B.A. 7 x 3 x .60	one	4 Webs 33 to 28 x .46 B.A. 7 x 3 1/2 x .60	23 to 29 1/2	do	do
64	.40 to .32	plates 59 x 25 x .40 B.A. 7 x 3 x .56	2 in depth	2 Webs 32 to 25 1/2 x .46 B.A. 7 x 3 x .56	30	3 1/2 x 3 1/2 x 42 Sing	do
86	.46 to .38	plate 31 to 29 x .46 B.A. 7 x 3 x .50	3 in depth	4 Webs 32 to 28 x .46 B.A. 7 x 3 x .50	30	do	do
96	.46 to .42	plate 30 x .46 B.A. 10 x 3 1/2 x .52	one	4 Webs 32 to 25 1/2 x .46 B.A. 10 x 3 1/2 x .52	24	6 x 6 x 50 Sing	do
100	.46 to .42	plate 30 x .46 B.A. 7 x 3 1/2 x .60	one	4 Webs 32 to 28 x .46 B.A. 7 x 3 1/2 x .60	23 to 29	do	do
115	.46 to .40	plate 36 x .46 B.A. 7 x 3 1/2 x .60	one	4 Webs 36 to 32 x .46 B.A. 7 x 3 1/2 x .60	23 to 29 1/4	do	do
130	.40 to .34 & .38	plates 36 to 30 x .46 B.A. 12 x 3 1/2 x .64	3 in depth	B.A. 12 x 3 1/2 x .62 4 Riv Bars 6 x 3 1/2 x .60	30	do	do
146	.48 to .44 & .40	plate 36 x .46 B.A. 7 x 3 1/2 x .60	one	2 Webs 39 to 36 x .46 B.A. 7 x 3 1/2 x .60	24	do	do

Shelf plates fitted to all B'Heads at level of Upper Deck.

A non-oiltight bulkhead was fitted from frames 16 to 64 and 86 to 146 formed of plating .40 thick and stiffened with bulb angles 12 x 3 1/2 x .62 in after body and 11 x 3 1/2 x .48 to 12 x 3 1/2 x .50 in fore body. A horizontal shelf plate is fitted fore & aft at line of deck & in the fore body an additional horizontal girder 30 x .46 plate with face angle 9 x 3 1/2 x .50 bulb angle is fitted at line of Side Stringer. 2 Vertical Webs are fitted to centre line bulkhead in line with web frames in Main Oil Tanks, those in the after body being 30 to 24 x .46 flanged 6 on face, those in the fore body being 42 to 27 x .46 flanged 6 on face. Only 1 web 42 to 27 x .46 flanged 6 on face is fitted in way of Oil Fuel Bunkers.

Web Frames have now been fitted not less than 30 x .46 plates with face angles 9 x 3 1/2 x .50 bulb angle at the following stations viz:- No 21-25-35-39-49-54-72-78-91-105-110-120-125-136 & 141.

A Side Stringer not less than 30 x .46 plate with 9 x 3 1/2 x .50 face bulb angle has been fitted from After Peak B'Head to frame No 146 where it joins existing stringer in Fore Hold (which now acts as a cofferdam).

The Tunnel originally fitted has been removed and a circular tunnel fitted in accordance with plan approved.

The Upper Deck Stringer plates in way of No 3 Oil Tank in way of Bridge, Forward Pump Room & Oil Fuel Tank renewed, frames cut and bracketed in way of same.

Angle collars fitted to frames in Poop in way of After cofferdam, to frames in Bridge in way of After Pump Room and to frames in Forecastle in way of Forward cofferdam.



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The single landing edges & butts of deck plating in way of Oil Tanks electrically welded in lieu of being double riveted.

An Expansion Trunk 30' 0" wide by 7' 0" in height has been fitted from front of Poop to after end of Bridge and from Forecastle to Bridge front and extended into Bridge to Stokeshold B' Head on frame 8-86.

Steel hatchways & covers fitted to all oil tanks. 6" screwed plugs and gas cocks fitted to covers.

Wide spaced pillars formed of 12" x 3 1/2" x 3 1/2" x 50 double channels kneed top and bottom in line with trunk sides, fitted in Oil Tanks abreast of side web frames.

Openings cut in tank top plating as approved and margin plates pierced in way of Oil Tanks.

An angle runner fitted under Bridge I-beams and channel stanchions fitted two frame spaces apart.

All necessary handrails, stanchions & ladders fitted to trunkways, oil tanks, Pump rooms & cofferdams.

Ventilators fitted to Pump rooms, cofferdams etc as per approved plan.

Air & sounding pipes fitted to double bottom tank (frames 146 to 159) in way of Forward cofferdam.

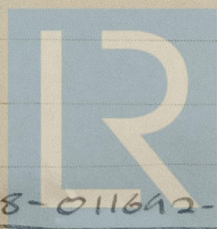
Upon completion of the above alterations, The Oil Tanks, Pump rooms, cofferdams, double bottom in way of thrust recess, Forward and After Peaks were tested under water pressure as required by rule and found satisfactory.

To complete this survey, the flat in Poop in way of crew's accommodation requires to be covered with 1 1/2" of non-inflammable material (please see Secretary's letter of the 3<sup>rd</sup> Dec<sup>r</sup> 1920).

A copy of this report has been forwarded to the Newcastle Surveyors for their guidance & a letter regarding fees is forwarded herewith for your consideration.

The approved plans (18 in 8-8) are returned herewith and copies of the structural plans as built are forwarded for filing.

W. A. Brydon & Wm L. Gilman



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