





CONTINUED2."APOLLONIA"SS No. Cont.

Boats, anchors, general equipment, ventilators & their coverings & air & sounding pipes examined & found or placed in good order.

Freeboard markings verified

Repairs W & T.

Shell. P & S. A few corroded rivets in bottom renewed.

Rudder lifted & carrier adjusted.

\* Sheathing of poop deck & forecabin deck re-caulked.

Corrosion. Undue corrosion was found in the bottom plating & to a lesser extent in the bulkhead plating (transverse & longitudinal) in ~~some~~ all cargo tanks.

The corrosion takes the form of deep pitting & is most severe in the bottom plating <sup>in</sup> centre tanks Nos 2 & 3 where water ballast is usually carried. (There are 3 centre tanks in this vessel, numbered from aft. & corresponding wing tanks on each side)

The pitting was, in places, about 75% of the original plate thickness. Rivet heads were also attacked & bracket flanges, horizontal angle flanges, ladder rungs & steel sounding pipes etc all showed signs of pitting. The bottom longitudinal instead, were practically immune.

The pitting in the wing tanks was comparatively slight.

The outside surface of the shell plating showed slight signs of pitting on the wind & water strikes.

As a remedy, the worst pittings in bottom & bulkhead plating were cleaned out & electrically welded. The bottom plating was then thoroughly cleaned & cemented with ~~at~~ a 1 1/4" layer of cement, except in the aftermost wing tanks, where the cementing was confined to flushing up those places where drainage was bad.

Rivets whose heads had been severely attacked were renewed.

It was arranged to submit the tanks to examination after 12 months to observe the progress of the pitting & to ascertain that the cement is properly adhering to the plating.

The accompanying photographs illustrate to some extent the state of affairs prior to welding.

It is understood that the vessel has been employed exclusively in carrying gas oil, i.e. a light grade of diesel oil, from Roumania to Egypt.

*A. H.*