

December 23rd, 1938

" 3 3 - LE PROQUE "

SPECIFICATION OF COLLISION DAMAGE REPAIRS

SHELL PLATING ( numbered from aft )

PORT SIDE:

G STRAKE:

No 2 plate to renew

No 3 plate to renew.

No 4 plate to renew.

H STRAKE

No 1 plate to fair in place.

No 2 plate to renew

No 3 plate to renew.

No 4 plate to renew

No 5 plate to renew.

I STRAKE:

No 3 plate to renew.

No 4 plate to renew.

No 5 plate to renew.

K STRAKE

No 3 plate to renew

No 4 plate to renew

No 5 plate to renew.

L STRAKE:

No 3 plate to renew.

No 4 plate to renew.

One length of chafing plate in way of aft engine room bulkhead to remove fault and repair.

Shell plate in way to fair in place.

STARBOARD SIDE:

E STRAKE:

No 2 plate to renew

J STRAKE

No 1 plate to renew

No 2 plate to renew



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STARBOARD SIDE: (contd)

K STRAKE:

No 2 plate to renew.

No 3 plate to renew.

L STRAKE:

No 1 plate to renew.

No 2 plate to remove, fair and refit.

Ship's name and port of registry plaques on counter to renew.

SHELL DOOR IN WAY OF No 5 HATCHWAY-PORT SIDE:

Door to be removed, faired, hinges overhauled and pins renewed and door refitted.

Door frame to be renewed.

Door stiffeners to be renewed.

SHELL DOOR IN WAY OF No 5 HATCHWAY-STARBOARD SIDE:

Shell door and connections to be removed for access and refitted.

DECK PLATING - (From aft)

POOP DECK.

PORT SIDE:

" E " STRAKE: (Stringer)

No 5 plate to renew.

G STRAKE:

No 3 plate to renew.

No 4 plate to remove, fair and refit.

B STRAKE:

No 5 plate to remove, fair and refit.

CENTRE STRAKE:

No 1 plate to renew.

STARBOARD SIDE:

" S " STRAKE (Stringer)

No 2 plate to renew.

No 3 plate to renew.

C STRAKE:

No 1 plate to renew.



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STARBOARD SIDE: (contd)

B STRAKE:

No 1 plate to renew.

No 2 plate to remove, fair and refit.

A STRAKE:

No 1 plate to renew.

No 2 plate to remove, fair & refit.

DECK GUNWALE ANGLES:

Gunwale angle in way of "S" 5, Port side - to renew.

Gunwale anglebar in way of "S" 2 & 3, -to renew, to original butts.

RAILS AND STANCHIONS ON POOP.

To repair or renew as necessary.

REMOVALS ON POOP DECK.

After deck house to remove for access & replace as before, with part new internal material.

1 Bollard, 2 fairleads, spare anchor, compass standard, air-filling and sounding pipes, deck steam pipes and casings - to remove for access and refit.

SHELL FRAMES - PORT SIDE:

Nos. 9-10 and 11 shell frames and reverse bars to crop and renew above stringer, and butt to weld, frames to be attached to stringer plate with new plate brackets and lugs.

Shell frames Nos 12 to 38 (inclusive) with reverse bars - to renew.

SHELL FRAMES Nos 39 to 45 (inclusive) with reverse bars to fair in place.

SHELL FRAME No 46, on engine room after bulkhead - to renew.

STARBOARD SIDE

Nos 2 to 7 shell frames (inclusive) and reverse bars to renew.

Nos 8, 9 & 10 shell frames and reverse bars to crop and renew above stringer, and butt weld, frames to be attached to stringer plate with new plate brackets and lugs.

Nos 6 & 7 frame brackets to after peak tank top - to renew.

Convex iron sparred ceiling on shell frames Port & Starboard after holds - to remove, fair and refit.



UPPER TWEENDECK SPACE. (After Weld)

PORT SIDE:

Stringer plates and all connections in way of affected shell frames, to be removed for access as necessary and refitted.

No 3 & 4 stringer plates to renew.

Shell lugs in way to renew.

B STRAKE:

No 1 plate to renew.

A STRAKE:

No 1 & 2 plates to remove, fair & refit.

CENTRE STRAKE:

No 1 plate to remove, fair & refit.

Nos 1, 2 & 3 lengths of stringer anglebars to renew.

STARBOARD SIDE:

STRINGER PLATES (from aft)

No 1 plate to renew.

No 2 plate to renew.

C STRAKE:

No 1 plate to remove, fair and refit.

B STRAKE:

No 1 plate to remove, fair & refit.

A STRAKE:

No 4 plate to remove, fair and refit.

No 3 plate to remove, fair and refit.

Stringer anglebar + after length to renew.

4 shell lugs in way to renew.

14 shell lugs in way to remove for access and refit.

5 tweendeck stanchions to remove, fair and refit.

PORT SIDE:

Built up tie beam on No 19 shell frame & bracket to remove, fair & refit.



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Fresh Water tank on Tweendeck, with all pipes & connections to be removed for access and afterwards refitted with necessary new piping.

BEAMS:

PORT SIDE: (Full beams) - MAIN DECK.

Nos 4, 5, 7 & 9 to remove, fair and refit.

Nos 6, 23, 24, 25, 26, 27, 28 & 29 to renew.

No 36 hatch end beam to renew.

Nos 13, 14, 15, 16, 17, 18, 19, 20, 31, 32, 33, 40, 41 & 42 to fair in place.

Nos 31, 32, 33, 34, 35, 36 half beams to renew.

Nos 37, 38 and 39 half beams to remove, fair and refit.

PORT & STARBOARD BEAM KNEE BRACKETS:

Beam knee brackets in after hold to be renewed, or removed, fair and refitted as necessary.

POOP DECK: (Starboard side)

Nos 0, 1, 2, 9, 10 and 11 to fair in place.

Nos 3, 4, 5, 6, 7 & 8 to renew.

AFTER ENGINE ROOM BULKHEAD:

Port side upper and lower wing plates to be renewed.

Shell frame on bulkhead in after hold to be renewed & reverse frame in engine room to be faired in place.

Stiffeners on wing plates to remove, fair & refit.

AFTER HOLD:

All portable hatch beams to after hold to be removed, eased, made workable and refitted.

All electric cables & conduit & terminal boxes in way of repairs to be removed for access & refit with part new conduits & cable.

TANK TOP (IN AFTER HOLD)

Rivetting to be hammer tested and all slack and started rivets to be cut out & renewed - or caulked as necessary.

Tanktop plate landing edges to be chipped & caulked as necessary.



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RUDDER.

To be disconnected & shipped into drydock bottom.

Quadrant to be removed from upper stock & quadrant & upper stock to be removed.

Stern frame gudgeons to verify for alignment & rudder head glands & chocks fitted in true line with gudgeons (chocks to be renewed and glands repacked).

Rudder pintles & bushes to renew.

Rudder to be recoupled in working order.

STEERING GEAR.

Steering chains to be disconnected annealed & tested and repaired with part new chain. - Two lengths to be renewed.

Rods to be disconnected, examined and tested.

One rod and one buffer spring to be renewed.

Blocks, fairlead and rollers & buffer springs to be examined and rollers renewed as necessary.

Handgear to be removed for access, overhauled & refitted.

Rudder gear to be tested under steam.

The after peak, engine room & after double bottom ballast tanks to be opened, cleaned & examined.

Shell & internal rivetting to be overhauled & tanks afterwards filled, closed & degassed - allow for renewing five hundred rivets internally and five hundred externally.

Bilges in after hold to be cleaned and cementwashed.

All ceiling & timbers of every description in after hold to lift for access to repairs and afterwards relay with part new material.

All new & disturbed work to paint as originally.

All slack and leaking rivets in way of repairs, externally and internally, to be cut out & renewed.



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Tank, Bilge, air, filling, suction and sounding and scupper pipes and their casings in way of repairs, to be removed for access and afterwards refitted with part new material as necessary.

All broken and disturbed cement and cement in way of repairs to be cut out and renewed.

All repaired steel work, clear of tanks to be hose tested.

On completion of repairs all dirt and debris to be removed ashore and disposed of.

All deck steam pipes, guard plates, washdeck pipes, scupper pipes and their casings, sounding, air, filling, bilge and ballast pipes in way of repairs to be removed for access, refitted and jointed, pipe clips to be repaired or renewed as necessary.

Tank top plating in after hold to be tarred and cement dusted.

#### MACHINERY

##### PROPELLER SHAFT

To be drawn out, cleaned, examined and verified in lathe for truth, end of liner to be dressed off and shaft to be refitted in working order, including renewing rubber ring, renewing nut stopper and cementing over nut and repacking stern gland with new packing.

##### STERN BUSH

To be completely renewed, and grain align with lower half. Long grain top half.

##### TUNNEL SHAFTLING

Each length of shafting, including thrust, to be disconnected, alternatively, squaring from aft and checked for alignment at couplings on four quarters.

Bearing caps to be removed and refitted.

Plummer block bearings to be adjusted in line with necessary new liner bolts etc.



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Thrust shaft bearing brasses and main bearing brasses between thrust shaft and crankshaft to be opened out, examined scraped and adjusted.

Thrust shaft shoes to be removed, examined, dressed up, adjusted and refitted.

Engine room bulkhead gland to be repacked with new packing and studs overhauled and renewed as necessary.

TURNING GEAR.

Turning gear worm and worm wheel to be renewed and fitted with new keys and gear to be set in working order.

HOLDING DOWN BOLTS.

Main engine and thrust block holding down bolts to be examined and all hardened down.

MAIN INJECTION PIPE

To be disconnected, annealed, examined, refitted with necessary new joints, bolts, nuts etc.



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