

COPY.

COPY OF LETTER RECEIVED FROM LLOYD'S REGISTER OF SHIPPING,
47, Church Street, West Hartlepool, dated 25th February, 1941.

Dear Sir,

With reference to your letter of the 18th instant and enclosures, we have to state:-

1. FORE PEAK TANK.

The cause of the damage to the fore peak tank and the repairs necessary as stated in the Ministry of Shipping Surveyor's report are concurred in.

2. TELEMOTOR.

The telemotor pedestal was supplied by Messrs. McTaggart Scott & Co. and fitted by the shipbuilders as received from the makers.

On being examined after the reported complaint one gauge on the pedestal was found to be out of order and when the gland on the pedestal was examined it was found to be leaking. As stated in the Ministry of Shipping Surveyor's report the steering gear and the telemotor gear were tested by us in the presence of the Chief Officer and Chief Engineer when the vessel was undergoing completion trials and found to be working satisfactorily. The builders replaced the pedestal and gauges by another they had in stock for a future vessel and the gear was again tried and found satisfactory.

With regard to the bracket carrying the control lever to the economic valve, this fitting is bolted by two bolts on to the telemotor gear and is received by the shipbuilders from the makers all bolted in position. On the gear being tested after the new pedestal had been fitted it was found that there was a small movement in the bracket and as a matter of precaution the builders replaced the two bolts by fitted bolts. It is not considered that this had any connection with the trouble in the steering pedestal.

3. MIDSHIP SANITARY TANK SYSTEM.

This system was satisfactorily tested before the vessel left West Hartlepool for Middlesbrough and the test was witnessed by the Ministry of Shipping Hull Surveyor at this port in accordance with usual practice. On examination after receipt of the complaint the deck pipes were found to be frozen. On the pipes being thawed, the sanitary system was again tested and found to be working satisfactorily. Some brushes were found beside the Hospital W. C. valve pipes.

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4. FRESH WATER TANK SYSTEM.

This system was satisfactorily tested before the vessel left West Hartlepool and the test was witnessed by the Ministry of Shipping local Surveyor in accordance with the usual practice. On this defect being reported the system was examined and the deck pipes were found to be frozen and some burst. On these pipes being thawed and repaired the system was tested and found to be working satisfactorily.

5. One cast iron pipe in No. 3 tank found fractured at neck. The ballast pumping arrangements were satisfactorily tested at the trials.

6. Fresh water in No. 5 tank contaminated by admission of sea water, this was caused by the sea valve on the general service pump suction chest being opened before closing the fresh water valve.

7. One lead bilge suction valve to No. 2 hold fractured at neck. The bilge pumping arrangements were satisfactorily tested at the trials.

8. LEAKAGE THROUGH DECK INTO ACCOMMODATION.

The bolts referred to in the Ministry of Shipping Surveyor's report were a few holding down bolts of the warping winch and the slight leakage may have been caused by disturbance due to the working of the winch. The deck had previously been hosed tested and found satisfactory. The builders refitted the bolts and as an additional precaution welded the heads and fitted a fore and aft girder under the deck in way of the winch and also in way of the extended drum shaft bracket. On completion the deck was again tested and found tight.

9. Two valve chest covers in the port winch between Nos. 3 and 4 hatchways were found by us to be split and the valve full of ice and one winch steam pipe was also found to be split. This was due to water left in the pipes and valves having frozen. The shipbuilders repaired the pipe and new valve covers were obtained by the Manager's Superintending Engineer and were fitted by the ship's Engineers.

10. With reference to the liability for the cost of these repairs it is pointed out that these defects developed after the various items had been tested and found satisfactory.

We are, Dear Sir,
Yours faithfully,

The Surveyors,

per:- (SIGNED) W. J. CRAIG AND A. W. OXFORD.

The Secretary, LONDON.

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