

27 JUN 1944

ed by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

EL'S NAME "CHESHIRE" REPORT Lon. No. 111967

marks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

The class is subject to indented shell plating (p & s) amidships and aft (s.s.) being permanently repaired at the first convenient opportunity and to indented plating between Nos.2 & 3 holds (p.s.), deck plating, beams etc. (s.s.) lower deck in way of saloon being permanently repaired at the first convenient opportunity.

The 1st S.S. No.3, due 7.39 has been partly held.

Action has been deferred in consequence of the vessel having been fitted as an armed merchant cruiser in 1939.

The LONDON Surveyors now report the vessel placed in dry dock, bottom scaled and coated, the requirements of a S.S. No.3 complied with and on account of wear and tear repairs or renewals to lower deck plating shell and internal riveting, rudder connections, air and sounding pipes, hatch covers etc. carried out.

Openings in shell and lower deck plating permanently closed after removal of flooding valves and generator. Partly removed hatch beam at fore end of No.6 hatchway restored as originally fitted.

The indented shell and deck plating etc., as above, examined and found efficient.

On account of damage through enemy action the water-tight bulkhead between Nos.1 & 2 holds set back over a large area. As it was not possible to effect repairs the bulkhead was hose tested and found tight and the Surveyors recommended permanent repairs at the first convenient opportunity.

(1)

A bower anchor and 15 fathoms of chain cable have been lost and 15 fathoms which were found damaged have been removed for repairs and retesting.

The following alterations have now been carried out in accordance with approved plans and the vessel converted into a troopship:-

The well between bridge and forecastle closed in. Portable fresh water tanks fitted on girders in holds Nos.3 (6) and 4 (2). Additional stiffening for special davits provided and steel companions for troop ladders fitted at Nos.4,5 & 6 weather deck hatchways. No alteration in the equipment is required (See endorsement 20.7.43).

P.T.O.

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"CHESHIRE"

IT IS SUBMITTED the vessel is eligible to remain as classed with record of survey 5.44 and the notation of S.S. No.3-5.44 subject as recommended (1) and as above and to (a bower anchor and 30 fathoms of chain cable being supplied).

5.44 Lon.)
) subject.
S.S.Lon.No.3-5.44)

Amend in R.B: B 265' F 78' to B & F 411'

The Surveyors should be informed it is concluded the ceiling has been removed as required for a Special Survey No.3.

Chall *f.e.d.*
23.6.44.



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