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# Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

8th August, 1921.

Dear Sir,

I have to inform you that the S.S. "SCYTHIA" Messrs. Vickers' S.S. No.493, built at Barrow has proceeded to your port where it is understood the survey for classification will be completed. In addition to the joinery work and other details, the following remains to be done:-

## Deep Ballast Tank in No.2 hold.

Relief valves and connections at L.W.L. to be completed. The W.T. covers on G. deck to be made satisfactory. The crown of the tank at the after end in way of valve rods to be made watertight. The scuppers on both sides, draining the tank top, which pass through the deep tank and empty into No.3 hold bilges, to be made watertight. The deep ballast tank to be retested on the completion of the above.

## Watertight Doors:-

The hand gearing of all doors between D and E decks to be tested, with the exception of the door on No.34 bulkhead, and the door on the port side of No.64 bulkhead.

## Stone-Lloyd W.T. Doors:-

Nos. 3,5 and 7 doors to be retested (lap not satisfactory). No.4 door between E and F decks to be tested.



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All the hand gearing to the Stone-Lloyd doors to be stowed with the exception of No.8 door, (No.34 bulkhead).  
W.T. door gearing to be cased in as found necessary.

## Hatches:-

The battening of the after end of No.5 hatch on B. deck and the fore end of No.6 hatch on C. deck to be made satisfactory. The after battening cleat on the port side of No.5 hatch to be renewed, and one to the opposite hand fitted. The forward battening cleat of No.6 hatch on the starboard deck to be renewed, and one to the opposite hand fitted.

On the trial trip a slight leak was discovered in the shell on the starboard side of No.1 hold in way of the latching eye-plate between the upper panting stringer and deck:- To be overhauled and made satisfactory.

The Registered tonnage to be verified on completion.

## Pumps:-

The emergency bilge pump in the boiler room, which is fitted in lieu of hand pumps to be seen under working conditions.

## P. Bulkhead:-

Hole 2 1/8" diameter in lowest tween decks to be filled.

## Damage:-

When leaving the Ransden Dock, Barrow-in-Furness, on the 23rd March 1921 for the trial trip, the vessel collided with the quay wall at the dock entrance and damaged the port propeller. On examination of the interior of the vessel at the after end on the port side, it was found that the frame at the after end of No.7 hatch between E and F decks was slightly buckled and one cement chock in E. deck was broken. The Surveyors recommend the vessel be placed in dry dock for further examination.

Both the forward and after peak hand pumps require to be tested.



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I shall be glad if the Surveyors will be good enough to give the case the necessary attention, and on completion of the work to their satisfaction, to forward a report on form No.8 with a view to the classification of the vessel.

I am, Dear Sir,  
Yours faithfully,

Secretary.

The Secretary,

LIVERPOOL.



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