

Chief Ship Surveyor

Received from Chief Ship Surveyor

21 JUN 1938

S NAME "FEDERAL" Rpt. KOB. No. 10637

Remarks 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, 24/5/32.)

Survey A 2nd. S.S. No. 3. FOR RE-CLASSIFICATION

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

DECIMALS The thicknesses are in 1 of an inch.

Table with columns: STRAKE, AMIDSHIP, FORWARD, AFT, REMARKS. Rows include SHEER STRAKE, STRAKE below, and various letters (J, H, G, F, E) with numerical data for thickness and diminution.

Drillings at ends made in the vicinity of the peak bulkheads.

The class of this vessel, which was built in 1918 was withdrawn in 1920 and Three Dots (...) inserted in lieu.

With a view to reclassification the Kobe Surveyors requested particulars of the vessel, and were informed that provided a 2nd S.S.No.3 be held and a satisfactory report received, the vessel would be eligible to be classed

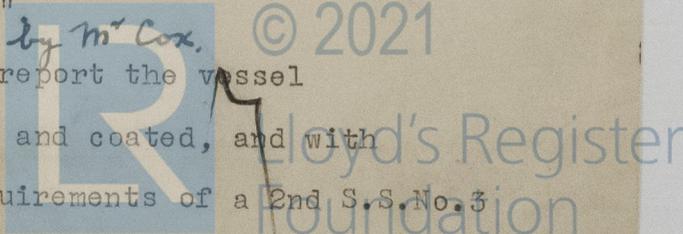
100A1 "Shelter deck with freeboard"

The Kobe Surveyors now report the vessel placed in dry dock, bottom cleaned and coated, and with a view to reclassification the requirements of a 2nd S.S.No.3

006175-006188-0239 1/2

P.T.O.

© 2021



10 Travell (I) Second

"FEDERAL"

complied with, repairs or renewals effected to deck plates and minor repairs carried out.

The bridge deck inside the saloon house^{was} found badly wasted (and to avoid lifting, the whole of the accommodation) has been locally doubled and to compensate for strength, the deck stringer plate abreast the deckhouse has been doubled for the full length of the deckhouse.

A spare bower anchor and 3 lengths of chain cable have been supplied and verified with certificates of test.

The equipment, except 15 fathoms of chain cable which have been ordered and will be placed on board at the first convenient opportunity, has been examined and found in good condition.

The marks on the chain cables^{which are of the size required} were not decipherable and no certificates were available for anchors or chain cables. ^{The anchors have been weighed and found correct,} The shell plating has been drilled with results as shewn above which appear to be satisfactory.

The vessel is no longer fitted for oil fuel and the settling tanks have been dispensed with.

It is submitted the vessel appears eligible to have the class 100A1 "Shelter deck with freeboard" reinstated, with record of survey 5,38 and notation of 2nd S.S.No.3-5,38, subject to 15 fathoms of chain cable of proper^{size} weight and test being supplied at the first convenient opportunity as recommended.

- + 100A1 "Shelter deck with freeboard"
- 1 Dk. and Shelter dk. "Longitudinal framing"
- Cell. DB 331' 1512t, FPT 187t, APT 175t.
- FK, 7BH to Weather dk., cem.
- P 45', B 110', F 38'.
- 5,38 Kob.) Subject etc.
- S.S.Kob.2nd No.3-5,38)

Delete: Fitted for oil fuel etc.



© 2021 Lloyd's Register Foundation

00675-006188-0239 2/2