

6 OCT 1939

Received by Chief Ship Surveyor.....

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VESSEL'S NAME "LAKE NEUCHATEL".

Rpt. Cff.

No. 53092.

**The 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.)

The class is subject to indented shell plating on port and starboard sides being dealt with at the Owners' convenience, to deck plating in way of donkey boiler being dealt with at the next Special Survey and to defective shell rivets in No.1 hold, starboard side, being renewed at the next dry-docking.

The Surveyor appointed by Lloyd's Agents at Oran reports the vessel afloat on account of the presence of water in No.2 hold.

The stokehold and No.2 hold bilges were found to be in communication owing to a sounding pipe on starboard side being displaced and the aperture for this pipe in the after part of the side bunker bulkhead being open. A bolt and washer were fitted in this hole and a temporary sounding pipe fitted. (1)

The 3rd S.S.No.1 will become due 10,39 and in accordance with the Owners' request, the Cardiff Surveyors were instructed to carry out a General Examination with a view to taking advantage of the year of grace.

The Cardiff Surveyors report has now come to hand.

The vessel has been generally examined on a pontoon (bottom not coated) and found generally efficient meantime.

The bilge pumping arrangements have been tried and found satisfactory and some riveting overhauled.

A number of indented shell plates, port and starboard, efficient meantime, have been noted.

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The Surveyors recommend repairs to these as well as to deck plating in way of donkey boiler as above~~x~~ be carried out at the Special Survey.

Repairs are required to a number of scrubbed, started or defective rivets in G strake, starboard side and No.1 hold, starboard side, to doubling plate and odd rivets on turret deck, some rivets abreast mainmast and in bulwark at bridge front, starboard side; also some rivets port side in deck abreast No.2 hatch., etc. (2).

In addition a bunker saddle casing plate, a web frame at starboard side in after hold, a plate in after bulkhead No.1 hold found wasted, require to be dealt with and a tarpauling made good and sounding pipes in No.2 hold and cross bunker to be overhauled. (3).

The Surveyors recommend the Owners proposal to take advantage of the year of grace be favourably considered, subject to the repairs now recommended being dealt with. The vessel is stated to be efficient meantime.

It is added that the vessel has been requisitioned by the Ministry of Sea Transport and after bunkering left in ballast for a secret destination and that no further information was available.

It is submitted consideration in respect to the granting of the year of grace be deferred until the recommended repairs have been carried out.

It is further submitted the vessel appears worthy to remain as classed, subject to repairs as stated, (1), (2), & (3), at the first opportunity and as above.

As now, subject etc.

The Certificate of Classification to be endorsed "Cargo buttens not fitted" and the same notation to be printed in the Register Book.

J.C.D.  
H. 10. 1939

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