

of Ship Surveyor

18/2/13

Received from Chief Ship Surveyor

AME

*Attd 'Cornwall' now
'Atlantide'*

Rpt.

By

No.

18/97

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

he 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.)

ny *Condition & Damage*

The London Surveyors reported in June last that on examining this vessel afloat they found the shelter deck plating abaft the Engine room casing just forward of No. 4 hatch and also on the port side between Nos. 2 & 3 hatchways fractured in places and wasted.

Owing to the strike no repairs could be effected, but as the plating was sheathed with wood the Surveyors were of opinion that the Owners proposal to defer repairs until the vessel's return in about five months' time merited the approval of the Committee.

The vessel has since been sold.

The case has received the consideration of the Committee on several occasions, and on the 17th instant as it appeared that the vessel was under survey at Barry, the following telegram was sent to the Surveyors at that port:—

"CORNWALL forward report tonight without fail stating definitely whether shelter deck plating is to be repaired now as required for retention of class"

The Barry Surveyors now report that the vessel has been placed in drydock, and a number of rivets have been renewed, 6 plates removed, faired and replaced, 6 plates, 2 frames and



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2 floors faired in place, the shoe plate on the stern frame renewed and minor repairs effected.

The insulation has been removed from the holds and tween decks, but no cargo battens have been fitted, the Owners stating that the vessel is to be engaged exclusively in carrying coal. Trimming hatches have been cut in the main and lower decks but no compensation has been fitted, and one pillar at the after corner of No. 5 tween deck hatchway on the starboard side and one on the starboard side of No. 4 tween deck hatchway are missing. The after bulkhead of the refrigerating room has been removed, and the Surveyors have recommended that a pillar should be fitted, but this has not been done. Some other minor alterations have been effected.

Nothing has been done at this time in regard to repairing the shelter deck plating and the Owners Superintendent stated that it was not intended to do anything at the present time. The Surveyors are of opinion that the deck should be repaired before the vessel leaves their port.

It is submitted the vessel's class should now be expunged from the Register Book with a Black Line, indicating that from reported defects the vessel is no longer eligible to retain her class.

All records of Refrigeration Machinery should

be expunged.

19/2/13

RBN
18. 2. 13

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