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GLASGOW,

16th September, 1918.

JAMES MONTGOMERIE, D.Sc.

Messrs. Barclay Curle & Co., Ltd., attend on board the T.S.M.V. "GLENAPP" with a view to surveying the damage stated to have been caused by loading ballast into No.3 Upper Tween Decks on the 11th September. Some of this ballast had been trimmed into the hold and a part of it was still lying on the Upper Deck in the vicinity of the Hatchway.

On examination it was found that the Upper Deck Hatch Coamings of No.3 Hatchway had been set down at the middle of the length of the Hatchway about 8" on the Starboard side and about 9" on the Port side, the flange of the Coamings under the Deck Beams being cracked.

The pillars between the Upper and Second Decks at the ends of the Hatchway both at the centre and at the quarter breadth of the vessel were found to be bent and the Hatch end Beams deflected about $2\frac{1}{2}$ " at both ends of the Hatchway at the middle of their length.

So far as could be seen no damage had been sustained



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by the pillars below the Second Deck.

In the circumstances of the case, it being desired that the vessel should not miss convoy, no recommendations could be made in regard to the necessary repairs and it was agreed that these be effected on the vessel's return to this country when she will be fitted out as a Trooper, provided no weights be placed upon the Upper Deck in way of No.3 Hatchway.

When the vessel returns to this country the ballast and cargo having been removed, a detailed examination should be made and a Report issued.

Surveyor to Lloyd's Register.

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