

Lloyd's Register of Shipping,

SALVAGE ASSOCIATION BUILDINGS, CLARENCE ROAD
Empire House, Mount Stuart Square,



United with
THE
BRITISH
CORPORATION
REGISTER.

ENCLOSURES.

Cardiff, 13th. February 1950.

RECEIVED

14 FEB 1950

ANSD.....

Kingston on the

Dear Sir,

s.s. "CYDONIA".

Reverting to your enquiry of 20th. December 1949 as to the possibility of reconciling the number and position of indented shell plates with those enumerated in the list prepared by Hull Surveyors, I should say that the following 38 plates on Hull list do not appear on the comprehensive list of all damage prepared at Pembroke survey :-

Starbd. side.

- E.4.
- F.12, 14, 16, 17.
- G.4, 7, 8, 13, 14, 18, 22.
- H.14, 15, 23.
- K.17, 18, 20.

Port side.

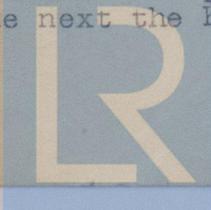
- D.8.
- E.16.
- F.18, 22.
- G.17, 18, 22.
- H.8, 10, 12.
- J.7, 8, 9, 10, 12, 13, 20
- K.2, 3.
- L.12. *Port side plating (in one side strake)*

I have marked up the Shell Expansion Plan (1 Port, 1 Starboard) with blue rings indicating plates marked up at Pembroke and red rings indicating plates marked up in our Reports. In looking at these plans it is important to remember that the Reports refer to "keel" plates and so they infer that the adjacent strake is A strake, whereas the plan shows the keel as A strake and adjacent strake as B strake.

It is also apparent that not all plates on the Hull list were numbered from aft, in particular Keel 1, 2, and A. 1, 2.

Finally there is no L strake except in way of the Forecastle and Poop if the strake next the Keel is A strake.

(contd)



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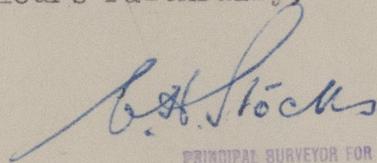
This will be done in new instructions

I think it would be well that Surveyors be advised that for purpose of uniformity all strakes are lettered with the strake adjacent to Keel as A strake and all plates numbered from aft except in the case of repairs to bow plating when they can more conveniently be numbered from forward. In all cases the numbering should be clearly stated as from aft or forward.

Perhaps I should add that so much importance is attaching to deferred damages that the Saint Line now have a Shell Expansion plan for each vessel marked up at the time the damage is observed and we are likely to get at cross purposes with them if Surveyors are not particular in their marking of damage not dealt with.

The deferred reports enclosed with your letter together with the two Shell Expansion Plans referred to are enclosed herewith.

Yours faithfully,



PRINCIPAL SURVEYOR FOR THE
BRISTOL CHANNEL PORTS.

The Secretary,

LONDON.



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W1022-003972

Referred to Mr. Perris.

Mr. Cook

LS

Submitted the Staggs in the informant's
in reply to their letter of the Dec 1944
of the contents of page 1 of Mr. Sick's letter

LSM



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Date of Committee

Registered Record

Case previous
Classing C

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