

10 AUG 1942

Received from Chief Ship Surveyor.....

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NAME "BENLOMOND" Rpt. Mch. No. 11100

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, 24/5/92.)

The class is subject to indented shell plates E.13, F.13 & 14 (p.s) and one plate in F and G strakes (p.s) in way of fuel bunkers being permanently repaired at the Owners' convenience, also to shell plates No.1 in 6th strake below sheer (p & s.f) E.W. 1,42 being specially examined at the next dry docking.

The MANCHESTER Surveyors report the vessel placed in dry dock, bottom coated and some repairs effected.

Bolted doubling plates have been fitted to the stringer plate of the after peak tank (p.s) where fractured.

It is considered this should be permanently repaired at the first opportunity. (1)

The openings in the shelter deck bulkheads (p & s) forward and aft of the machinery space have been closed by bolted plates.

These bulkheads are not watertight being open at the top in way of telegraph leads, pipes etc.

It is submitted the vessel appears worthy to remain as classed with record of docking survey 7,42, subject as per (1) and as above.

100A1 )  
Shelter deck )  
with freeboard ) Subject etc.  
7,42 Mch. )

A copy of the memorandum attached relating to the closing of openings in 'tween deck bulkheads of shelter deck ships should be forwarded to the Surveyors for their information and guidance in future cases.

The Surveyors will note the desirability of closing the openings in these bulkheads with riveted instead of bolted plates.

It is concluded that the bolts now fitted are at watertight pitch

*notation when all between the plates*

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