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s.s. "DOVER HILL"

The 2nd S.S.No.2 will become due in 8,38.

The class is subject to damage on starboard side and stem damage being dealt with at the Owners' convenience.

A letter has been received from the Newcastle Surveyors stating that this vessel has arrived at their port for repairs due to loading iron ore at Narvic, Norway, and also ~~on account of~~ ^{THROUGH} encountering heavy weather. It appears that about 200 tons of ore were loaded on to the top of No.4 hatch, causing the upper deck ^{IN WAY} to collapse. Some temporary repairs were effected and a seaworthy certificate issued by two Captains to enable the vessel to proceed to the Tyne for repairs.

An examination of the vessel at Newcastle, (at which the Board of Trade Surveyors were present) disclosed heavy weather damage, consisting of fractures in the deck plating on the shelter deck at hatch corners abreast the fore end of the machinery casing, and at other places. The sidehouse abreast the engine casing has been damaged through flooding, and the deck plating under Litosilo in this space found holed.

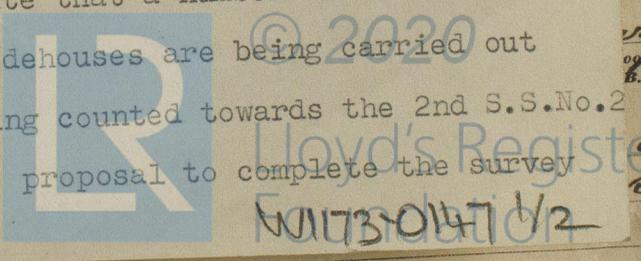
The crew space aft under the shelter deck was also stated to have been flooded, and the upper deck plating under Litosilo in this space found considerably wasted and holed.

The upper deck in way of the machinery space, including the deck stringer, was found holed and the tank top under the boilers found considerably wasted and holed in places.

The Surveyors state that the boiler room tank has been converted into a dry tank, and a girder has been recommended across the frame brackets as a temporary repair.

A number of minor repairs are being carried out in conjunction with the renewal of the wasted and damaged deck plating and ~~deck~~ ^{SIDE} houses stated above.

The Surveyors state that a number of the renewals to the deck plating and the sidehouses are being carried out with a view to these parts being counted towards the 2nd S.S.No.2 due 8,38, and that the Owners' proposal to complete the survey



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on the vessel's return to the U.K. within three months from this date is a satisfactory arrangement.

It is submitted the Newcastle Surveyors be informed that provided all necessary repairs are carried out to their satisfaction, and the vessel is placed in efficient condition, the Owners' proposal to complete the Special Survey on her return to the U.K. within three months from this date might be agreed to.

An investigation is being made into the strength of the deck which collapsed, and when this is completed a further submission will be made to the Committee.

at the loading Port for the vessel to proceed to a Port in Norway for repairs, but as this did not meet



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