

Lloyd's Register of Shipping.

Collingwood Buildings, Newcastle-on-Tyne, 1.



27th September 1937.

The Secretary,
LONDON.

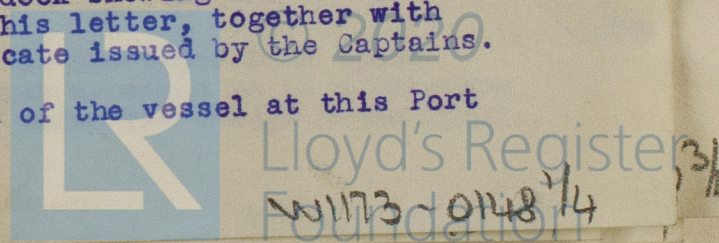
Dear Sir,

With reference to the s.s. "DOVER HILL" which arrived at this Port on the 19th September for repairs due to loading Iron Ore at Narvic, Norway, and which has also encountered heavy weather on the voyage to this Port, we beg to acquaint you that the local Surveyors to the Board of Trade have been instructed to survey the vessel.

The damage to the Upper Deck structure in No. 3 Hold, it is stated, was caused by the loading of about 200 tons of Ore on top of No. 4 Hatch abaft Engine Room, the wood hatch covers and the webs being in position at the time of loading.

This Ore is stated to have been loaded from a considerable height and after the above stated amount was loaded the deck collapsed. An Interim Certificate, it is stated, was issued by Lloyd's Agent at the loading Port for the vessel to proceed to a Port in Norway for repairs, but as this did not meet with the Owners' approval the Captain was instructed by the Owners to call in two competent Captains to examine the vessel and, if possible, obtain a Certificate for the vessel to proceed to the Tyne for repairs to the Upper Deck in No. 3 Hold. Supports, it is stated, were fitted under the deck before the vessel left. Two photographs of the damaged deck showing the damage caused are forwarded with this letter, together with copy of the Interim Certificate issued by the Captains.

An examination of the vessel at this Port



Observations, Opinion, and Recommendation:— *The machinery*

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after arrival, at which the Board of Trade Surveyors were present, disclosed also heavy weather damages 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.

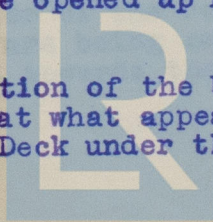
The tween deck bunkers space was practically full, also the reserve bunker forward of stokehold. A cargo of 8,100 tons of iron ore is stated to be on board but the actual amount in each hold is unknown. The sidehouse abreast the Engine Casing had been damaged by the heavy weather and part of the shelter deck covering in the houses, which appears to be Litosilo, was loose and the floors of the cabins were flooded. On examination of the vessel it was found that the deck plating was holed under the Litosilo. On removal of the loose Litosilo it was found that the plating was wasted to such an extent that the deck plating, including stringer plate, has been recommended to be renewed. The sidehouse plating after removal of the wood lining has also been recommended to be renewed on both sides of the vessel.

The crew space aft, under shelter deck, was also stated to have been flooded by the heavy weather, and part of this deck covering was also found loose and on examination of the steel deck after its removal a considerable amount of wastage had taken place and it was found holed in places. The remainder of this deck covering, which also appeared to be Litosilo, was removed and the deck plating on the Upper Deck in way of the deck covering has been recommended for removal.

The Board of Trade Surveyors also raised the question of the Load Line Certificate being in force until 1939, and in conjunction with them an examination of the upper deck space amidship was recommended, and also for the double bottom tank to be opened up for examination as far as practicable.

On the examination of the Upper Deck space amidship it was observed that what appeared to be a fracture was shewing on the Shelter Deck under the Bridge House floor.

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the machine

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The deck covering in this space also appeared to be of Litosilo and on removal of part of this deck covering it was found that there was considerable wastage of the plating and holed in places. The deck covering in this house was also recommended for removal.

The Upper Deck in way of the machinery space including the deck stringer was found holed, and on removal of the remainder of the coal in this space, part of the deck including stringer was recommended for renewal. The double bottom tanks were examined internally and while practically no repairs were considered necessary except the fitting of a stiffener on the bay on each floor under one Boiler Bearer on the port side, a number of repairs will be necessary at the next survey.

The Board of Trade Surveyors have raised the question regarding the plating under the Boiler with reference to the strength of the vessel. This tank has been converted into a dry tank by the closing of the manholes in one floor aft of the Boilers, making the Engine Room Tank a separate tank. The tank top plating under the Boiler was cleaned and examined and although repairs had been carried out of recent date a considerable wastage was found and the plates found holed in places. The tank margin was found wasted on the upper edge in way of the flange and holed in places at the knuckle. A girder has been recommended across the frame bracket as a temporary repair. A number of minor repairs are being carried out in conjunction with the renewal of the deck plating previously mentioned.

As the Owners are desirous of delivering this cargo to Baltimore, repairs are being carried out with the object of the vessel being in an efficient condition in order to comply with the Owners' request.

The Board of Trade Surveyors have been in attendance on the vessel at practically each survey and we consider that it is our duty to report the foregoing for the information of the Committee.

A number of the renewals to the deck plating and the sidehouses are being carried out with a view to these being counted towards the Special Survey requirements.

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We are informed by the Owners' Representative, Mr. S. Murray, that the Owners in all probability will complete the Special Survey on the vessel's return to the United Kingdom within three months from this date. This, in our opinion, is considered a satisfactory arrangement.

We are, Dear Sir,

Yours faithfully,

THE SURVEYORS,
per

P. H. Cordale



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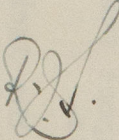
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Observations, Opinion, and Recommendation:— *The machinery of*

Referred to the Chief Ship Surveyor.
(Freeboard)

Referred to the Chief Ship Surveyor.


28 SEP 1937

Also for Mr. Hill to note
also for Mr. St. ~~X~~ den to note

Shl

W. J. Hill 24/9

Handwritten: 28th Sept 1937

Per. THE SURVEYOR,
You're respectfully,
We are, Dear Sir,

In our opinion, it is considered a satisfactory arrangement.
within London with in three months from this date. This
arrangement is subject to the vessel, a return to the
vessel, that the owners in all respects will
be fully informed of the owners, representatives.

Each September 1937

