

3 - JUN 1941

Received by Chief Ship Surveyor.....

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VESSEL'S NAME "WILLIAM DOWNES" Rpt. Mil No. 5631

The 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 permanent repairs to port front boiler stool at the first convenient opportunity and to shell plating (bottom and starboard side) as soon as a dry dock is available.

A S.S. No. 1 becomes due 6.41 (vessel about 24 years old).

The MILFORD HAVEN Surveyor reports the vessel afloat and on account of damage sustained while assisting another vessel, some repairs carried out to windlass, deck fittings etc.

A bower anchor and 30 fathoms of chain cable lost and it is recommended these deficiencies be made good at the earliest opportunity.

Some minor repairs for wear and tear have been carried out.

The boiler stool, as above, examined and found efficient, and the temporary repairs to shell plating, as above, examined as far as practicable.

The Owners state the shell plating will be drilled when the vessel goes into dry dock for permanent repairs. It is added that there is a prospect of the Admiralty taking over the vessel for patrol work.

It is submitted action be deferred for equipment.

Insert in S.R.L: Bower anchor and 30 fms. c.c. to be supplied at earliest opp.

The Surveyor should be informed it is concluded that arrangements are being made to place the equipment in order at the earliest practicable date.

In accordance with the revised arrangements (Circular 1772), Special Surveys are suspended, and in the ordinary course a General Examination will not become due until 6.42. Accordingly the drilling of the shell plating could be postponed until the present state of emergency has passed provided on examination at the next dry docking it is found efficient.

PLATING to be DRILLED when vessel is 24 years old, or at next Special Survey thereafter.

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