

S.S. "DOCKLEAF"

Messrs. Bartram & Sons No. 238.

A letter has been received from the Genoa Surveyors in which they state that this vessel is presently under survey at Genoa on account of damage said to have been sustained through striking a mine on the 3rd ultimo. They forward a report as to the damage sustained by the vessel and accompany the same with profile sketch showing the position of the damage. They state they will be glad of any remarks which can be made for their guidance, as the vessel is said to be classed with this Society.

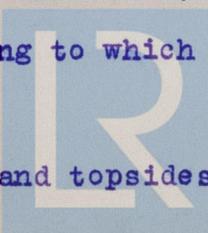
It is submitted the Surveyors be informed that the vessel is classed with this Society as follows:- \*100A1 "Carrying Petroleum in bulk", having been converted at Sunderland for the carriage of oil in bulk.

They should be thanked for their Report which has been read with much interest, and carefully compared with the sketch that accompanied it.

It is evident from the buckling which has taken place that the effect of the damage is widespread, and the Surveyors should satisfy themselves before commencing any renewals that there is no permanent bend or twist in the structure, and that the vessel's keel is straight on the blocks. The riveting throughout the vessel should be carefully tested, especially in the forward body, and in the vicinity of the bulkheads as these form rigid points in the hull. Beam knees and all bracket connexions should be carefully examined. The cargo pipe lines overhauled and joints examined and tested.

On the completion of the repairs, when the tanks come to be tested by water pressure, care will require to be taken to ensure that all caulking of shell and decks, which might have been affected owing to the severe straining to which the vessel was subjected, is made good.

The buckling of the decks and topsides would no doubt



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caused by the sudden lifting of the forward part of the vessel  
the time of the explosion, and the buckling of the bottom  
ould probably be brought about by the reflex action and loss  
buoyancy forward, the damaged portion of the vessel acting  
a heavy weight tending to drag the bows down.

The sketch should be retained in this Office.

to Senoa  
1077/17.

C.T.  
7. 7. 17  
W.B.  
9122

