

Chief Surveyors 9.10.25

Received from Chief Surveyors

13-10-25

L'S NAME *S.S. Lord Strathcona*

Report *Wgt*

No. 21423

**For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.**

In cases which have to be submitted to 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, 24/5/22.

**No. 2 SURVEY PARTLY HELD.**

5.23 When proposed to be completed

due of Survey held, &c., *BS. due 8.25.*

The s.s. No.2 due 5-23 has been partly held and to complete same No.3 double bottom tank, the after peak tank and all topside tanks require to be scaled and spar ceiling to be placed in order.

The Newport Surveyors reported in July last that the vessel had been examined in dry dock and they recommended repairs as under on account of damage through ice and cause not stated:-

Shell plates to renew: Port:- E.1 - J.1 - J.12 - K.12.

Starb:- E.1 - F.1 - J.1 - J.3.

Shell plates to remove, fair and refit:-

Port:- F.1 - F.2 - H.1 - H.12 - J.2 - J.3 - L.12.

Starb:- F.2 - G.1 - H.1 - H.2 - J.2 - J.4 - J.5 - K.1 - K.2. - K.3 - L.1.

Shell plates to be faired in place:-

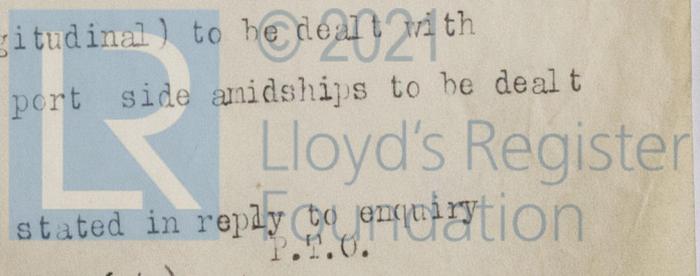
D.1 - G.1 - H.2 - H.3 - H.4 - K.1. on port side.

Starb. F.10 - G.10 - M.1 - M.2.

Odd shell rivets to be renewed, cement box in fore peak to be removed, tanks in way of repairs to be tested on completion of repairs, frames (transverse and longitudinal) to be dealt with as found necessary., The repairs on port side amidships to be dealt with before the vessel loads cargo.

The Surveyors subsequently stated in reply to enquiry

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that the repairs necessary before the vessel again loaded cargo, embraced from the above list the odd shell rivets on port side to be cut out and renewed and four shell plates H.12, L.12, J.12 & K.12 and the longitudinal and transverse framing in way to be dealt with as recommended above.

Messrs. C.W. Kellock & Co., in whose hands the vessel was placed for sale by the Admiralty Marshall were advised accordingly on the 6th August and informed that the special survey No.2 should be also completed before the vessel again proceeded to sea and as regards the remaining damages they could be dealt with at the first convenient opportunity.

Messrs. Japp Hatch & Co., Ltd., state this vessel has been bought by Messrs The British Empire Steel Corporation, Sydney, C.B., and they desire to be informed what work is necessary to be carried out in the Bristol Channel in order to maintain the vessel's class.

Messrs. C.W. Kellock & Co., have confirmed the sale of the vessel as stated above.

It is submitted Messrs. Japp Hatch & Co., be informed that to maintain the vessel's class it will be necessary for the special survey and ~~all necessary repairs~~ <sup>(see transcription above)</sup> to be completed before the vessel proceeds to sea.

~~Handwritten signature~~  
J.W.

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13.10.25.



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Foundation

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