

ived by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

26 NOV 1941

SEL'S NAME..... WIGRY..... Rpt..... Lon..... No. 110011

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 3rd S.S. No. 1 became due 3.41.

The class is subject to stem and stem plating being dealt with at the first convenient opportunity, to permanent repairs to indented shell plating (s.s) in way of No. 1 hold, to deck plating (s.s) in way of No. 3 hatch and to bulwarks at the Owners' convenience (and to a bower anchor and 15 fathoms of chain cable being supplied).

The after peak and bridge front bulkheads and rudder (H.W.) require to be examined and dealt with at London.

The LONDON Surveyors report the vessel afloat and heavy weather damage, as above, examined. A.P. tank tested. Rudder examined as far as possible, and temporary repairs to bridge front bulkhead carried out.

Hatch coaming horizontal bulb angle stiffeners found corroded.

The Surveyors recommend the rudder, welding on bridge front doubler (p.s) and hatch side stiffeners be dealt with at the General Examination due 3.42.

It is submitted action be deferred.

Insert in S.R.L:

Surveyors' recommendations.



2020
21.11.41

Lloyd's Register
Foundation

W280-0027