

S.S. "LAVEROCK".

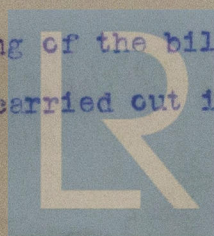
It is submitted the Owners be informed that this vessel has been examined by Mr. Campbell Holms, the Principal Out-door Surveyor in London, and that their Representative, Mr. Murray, was present at the time.

Mr. Holms reports that the tank side and lugs were thickly cemented when the vessel was built. This cement was no longer adhering, but its presence, beyond keeping the points of the broken rivets in place, had no influence in bringing about their fracture. A number of the broken rivets were tested under the steam hammer and found to be of good quality of iron, and this was also found to be so in cutting off the points of the unbroken rivets to remove the lugs. The broken rivets appear to have been broken for some considerable period, and temporary repairs had been made from time to time with bolts.

This vessel's machinery is at the stern and she draws 17 ft. aft and 4' - 6" forward when light, and in Mr. Holms' opinion the damage has been caused by ~~driving~~^{driving} her in heavy weather when light.

It is also noted that after loading cargo the portable hatch webs do not appear to have been securely bolted.

The Surveyor under whose survey this vessel was built has also been communicated with, and he states that the whole of the riveted work of the ballast tanks was carefully examined while under water pressure and before any cement was applied to the surfaces, and the workmanship was found sound and good. The subsequent cementing of the bilges and margin plates of the ballast tanks was carried out in accordance



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requirements of the
with the Owners' specification and of their Surveyor, as had
been done in previous vessels built for them by this Firm.

E. B. E.
11.8.14.

Lr. Owner 11.8.14.



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