

Chief Ship Surveyor

Received from Chief Ship Surveyor

20 APR 1921

SHIP NAME Steel S.S. "DESDEMONA". Rpt. Lth. No. 15923.

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.)

Survey

This vessel, which was built in 1914 at Lubech and classed with Germanischer Lloyd, has been undergoing survey for classification at Leith.

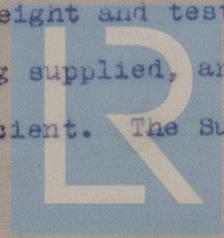
Plans were considered in the Glasgow Office and the vessel approved for the class 100 A.1. "With freeboard", subject to the strengthening of the bottom forward being found satisfactory, and additional chain cable and steel wire being supplied.

Reports have now been received from the Leith Surveyors giving particulars of scantlings etc., which are generally in accordance with the approved plans.

The vessel has been examined in dry dock, Section 48 of the Rules complied with, and the requirements of a S.S.No.2 carried out with the exception that the whole of the ceiling has not been removed, and minor repairs effected to damage through wear and tear.

45 fathoms of 1.10/16" cable and 75 fathoms of 3 3/4" steel wire are yet to be supplied, and the Surveyors report additional pillaring in holds and tween decks has not been dealt with on this occasion.

It is submitted the vessel appears worthy to be classed 100 A.1. "With freeboard" as recommended, subject to 45 fathoms of 1.10/16" dia. chain cable of proper weight and test, and 75 fathoms of 3 3/4" steel wire of proper test being supplied, and the pillaring arrangements being found or made efficient. The Summer freeboard



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of 1'-8" from centre of disc to top of statutory deck line at upper deck, now marked on the vessel's sides, to be inserted in the classification certificate, and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying verification form to be inserted in the certificate of classification.

1 Dk.(Steel) Well Dk.

Cell DB a 55' u E 20' f 106' 322t., FPT 56t., APT 17t.

EK., 4 BH., Cem., P & B 186'., F 34'.

S.S.Lth.No.2-21.

3.21 Lth.

M. *FD.*
15. 4. 21.

It is concluded the strengthening of the bottom forward has been found satisfactory, but the Surveyors should state if this is so. also whether the shell plating is fogged as shown in the Midship Section or to frames fogged as stated in that report. It should be pointed out to the Surveyors that according to the copy of Glasgow classing letter forwarded with theirs of the 7th instant, 30 fathoms of 1.10/16" cable were required to be supplied to entitle the vessel to the figure 1, provided the cables on board were found in accordance with the certificate of test, and as indicated on the Midship Section. The length given on the certificate is approximately 210 fathoms, and as the vessel is reported to have only 13 lengths or 195 fathoms on board, it would appear that 45 fathoms of cable now require to be supplied.

*See letter
p. 26, 27, 28
has Rep of 8/22/44*



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