

Chief Ship Surveyor

Received from Chief Ship Surveyor

NAME Steel S.S. "BARON LOVAT". Rpt. No.

Marks 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

Rule Dimensions .. 470 x 61.83 x 28.07 to Upper Dk.
 Scantling Nos. .. 89.90 & 42253. 38.07 to erection Dk.
 Proportions Length = 12.4 depths to erection dk.

 This vessel was built at Geestemunde in 1915.

Plans were approved in 1914 and the survey undertaken by the Bremen Surveyors and continued until March 1915, three months before the launch of the vessel.

A first entry report was received from the Hamburg Office in June last and the vessel approved for the class 100 A.L., subject to the S.S.No.1 being carried out.

Reports have now been received from the Falmouth and Barry Surveyors. The vessel has been examined in dry dock, a S.S.No.1 partly carried out at Falmouth and completed at Barry in accordance with the Secretary's letter dated 22nd. July, 1921, the rudder stock has been renewed and minor alterations effected.

It is submitted the vessel appears worthy to be classed:-

100 A.L. (Steel).

1 Dk. (Steel) 2nd.Dk. (Stl.) in No.1 hold.

Cell DB ^{389' 1819t} ~~a 160',~~ ~~UE 40' f 202~~. FPT 120t APT 81t

FK. 7 BH. pt.Cem. pt.Asp. P62', B & F 394', Upper F 52'.

Date of build 1915.

8.21 Bry.

S.S.Fal.No.1-21.

W418-017(412)

17. 8. 21.

P.T.O.

2.

*See letter
12.8.21*

It is concluded the peaks have been examined but the Falmouth Surveyors should be requested to state if this is so.

The Barry Surveyors should be requested to endeavour to ascertain the capacities of the double bottom and peak tank..

*See letter
2.9.21*

17.8.21

17. 8. 21.



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