

COPY.

TLE-ON-TYNE.

19-8-21.

GENESEE". The remarks contained in your letter of the 2th instant are noted and in the circumstances action has been deferred for the present.

BRITISH VISCOUNT". Classed 100A1, carrying petroleum in tank, with notations of Lloyd's A & CP, *LMC.8,21 and fitted for oil fuel 8,21, F.P. above 150 F.

605. 6. 8. 9. 10. 3. 5. 21. As recommended.

MITCHAM". To remain as classed with fresh record of survey, 21, with notations of S.S.No.2-21 and *LMC.7,21 on London Report No.84558.

ANORA". As recommended as regards the hull, but assigned notation of BS.8,21, subject to the Donkey Boiler being permanently repaired on the vessel's return to the United Kingdom.

UGELA". Classed 100A1, shelter deck with freeboard, with notations of Lloyd's A & CP, *LMC.8,21, carrying oil fuel, F.P. above 150 F, in deep tank and fitted for oil fuel 8,21, F.P. above 150 F. It is concluded that the spacing of the rivets in the butts of shell plating is as required and that the size of the face bar on the web frame in the deep tank is as approved and not as stated, but you should let me know this is so.

.W.STUART". Deferred for completion of 2nd S.S.No.3, but

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assigned notation of BS.7,21.

I have to add that the vessel's class remains, subject to the stringer plating at the sides of the hatchways being dealt with before the end of 1921 and to the survey being completed within the year of grace.

I have to request you will forward a rough sketch showing the extent of the repair to the rudder stock.

"BENLOMOND". To remain as classed with fresh record of survey 8,21 and notation of BS.7,21.

"OSSIAN". Assigned notation of MBS.7,21.

Steamer "WINFIELD". I have received your letter of the 11th instant and I have to say that in the circumstances action has been deferred for a short time.

"KORANTON". As recommended. I have to confirm my telegram today, as follows:-

"KORANTON PLEASE ARRANGE IMMEDIATELY FOR CAMPBELL EXAMINE
"DEFECTIVE LOWER PART STERN-FRAME WITH VIEW FURNISHING REPORT
"AS TO CAUSE OF FAILURE."

At the same time I have to call the attention of the Surveyors to the circumstance that in addition to the fracture in the cast steel stern frame in this case, the outer plates appear to have been dealt with on two occasions by the electric welding or oxy-acetylene process and the Surveyors are desired to report whether the damage at these parts has, in their opinion, any connection with the fact that the vessel is built with a cruiser stern.