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# Lloyd's Register of Shipping,

Empire House, Mount Stuart Square,

Cardiff, 28th. May, 1938.

LLOYD'S REGISTER  
Received  
30 MAY 1938  
Ansd. 3/6  
LONDON

Reference

Dear Sir,

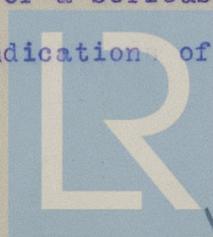
With reference to the 'phone conversation between Mr. Watt and self of Tuesday last, regarding the "ANGLO AUSTRALIAN", as desired I give particulars of the questions asked Mr. J.C. Kendall of the Cardiff Staff, in my presence yesterday, by Mr. Mutton, a Board of Trade Surveyor from London.

(1) Was the condition of the vessel generally satisfactory and in particular the hatchways?

Mr. Kendall stated that the vessel so far as could be seen in dry dock was in good condition. All hatchways were battened down, and the covers and supports consequently could not be examined. An engine room ventilator coaming and cowl were renewed on Starboard side, owing to wastage.

(2) Was the small fracture in Shelter Deck plating at Starboard corner of Galley of a serious nature?

The Surveyor stated that indication of a local stress was



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apparent at the place referred to but was considered of minor importance.

This was veed out, electrically welded, and toe of foundation bar similarly welded to deck.

(3) How many shell rivets were dealt with?

The Surveyor stated that he recommended two rivets in forward keel plate to be electrically welded at points, and a few others were also dealt with in the same manner.

(4) Was the Fore Peak Tank full of water ballast?

Mr. Kendall could not say whether full or empty. He stated that some small local electric welding was effected to stem plate landing in way of fore foot.

(5) Was a temporary bolt renewed by the ship's carpenter in one of the margins of No.2 D.B.Tank?

Mr. Kendall had no knowledge of this.

(6) What were the sizes of the steering chains and connections?

The Surveyor stated that the chains and connections were examined upon the Superintendent's request, as they had previously been placed in order by Messrs Cammell Laird, but the Steering gear Register not signed by a Society's Surveyor. Mr. Kendall stated that the chains were of a mean diameter of  $1.7/16$ " where worn, and the rods  $1\frac{3}{4}$ " diameter also that the spares were made up to requirements by

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supplying four rod pins, four connecting links, and  
four shackles.

I am, Dear Sir,

Yours faithfully,

*Robt. Cheetham*

The Secretary,  
LONDON.



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W528-0282<sup>3</sup>/<sub>3</sub>

Referred to the Chief Ship Surgeon

WMS

30 MAY 1838

Noted  
2.6.38

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