

-9 DEC 1935

by Chief Ship Surveyor _____

Received from Chief Ship Surveyor _____

L'S NAME s.s. "PEMBROKESHIRE" Rpt. Mdb. No. 15542

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, 24/5/32.)

of Survey _____

The class is subject to the deep tank being permanently repaired, indented plating and poop and forecastle decks being dealt with at the Owners' convenience.

The vessel required to be examined in drydock after grounding (at the next periodical drydocking).

The Second Special Survey No.2, due 4,35, has been partly held.

The fore and after bulkheads (found wasted) between the lower side bunkers, port and starboard, and the boiler room required to be further examined, and the saddle back in the lower tween deck bunkers to be scaled and further examined at the first convenient opportunity.

The Middlesbrough Surveyors now report the vessel has been placed in drydock, the bottom coated and the Special Survey advanced.

Repairs have been effected to the tank margin and ^{lower side} bulkheads in the bunkers (as above).

Further repairs are required.

No damage was found on account of grounding.

It is submitted action be deferred.

S.R.L:- delete "drydocking (grounding)"
"repairs in side bunkers!"
insert "shell plating forward"

To complete the Survey and repairs :- See Report.

It is concluded the windlass, steering gear & connections should be omitted from the items remaining to complete the Survey but this should be confirmed.

W568-0267

© 2011
26-12-35

Lloyd's Register
Foundation