

10 MAY 1928

to Chief Surveyors 8.5.28

Received from Chief Surveyors

SEL'S NAME *Stl. s.s. Lord Broughton*

Report

huc

No. P2593.

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

(In cases which have to be submitted to 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 24/5/22.)

2nd No. 3

SURVEY PARTLY HELD.

due

7.27

When proposed to be completed

on of Survey held, &c.,

31. due 1.28 partly held.

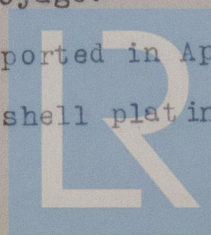
The class is subject to the foremast and damage in No.2 tween decks being permanently repaired at the special survey, to indented plating being dealt with at the Owners' convenience and the poop deck plating further examined and permanently repaired on the vessel's return to a home port.

The 2nd S.S.No.3, became due 7.27 and a proposal to postpone the same was agreed to in August last provided it be completed in all respects before expiration of the year of grace.

The Alexandria Surveyor reported in January last that temporary repairs had been effected to a shell plate on port side which was found thin and fractured and recommended that the plate be renewed and the vessel, including the under water shell plating, specially examined at the earliest opportunity. The lower part of the engine room bulkhead was also found thin.

The vessel subsequently arrived in London and on the 6th February the Owners were asked to make arrangements to submit her to survey before commencing another voyage.

The Newcastle Surveyors reported in April that the special survey had been commenced and the shell plating partly drilled, but



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Stl.s.s. "LORD BROUGHTON".

2.

the steelwork required to be scaled and repairs to be effected to shell plating, decks, framing, bulkheads, tank top, floors, etc., and owing to the extensive nature of the same the Owners were undecided whether to proceed with the survey or not, and in the meantime the vessel was laid up in the Tyne.

The case received the consideration of the Committee on the 20th ultimo when action was deferred.

The Owners now state the steamer has been sold to the Alloa Ship-breaking Co.Ld., *I changed hands on the 7th inst*

The case is submitted for the consideration of the Committee.

[Handwritten signatures]

[Handwritten initials]

10. 5. 28.



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