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20th April, 1928

NEWCASTLE-ON-TYNE.

2569, 78, 88, 602, 07, 11, 12, 15, 17, 18, 32 (RMC)
As recommended.

82603 "THROCKLEY" To remain as classed with fresh record
of survey 4. 28, and notation of s.s. No. 1.28 * LMC 4. 28.

2593 "LORD BROUGHTON" Deferred for completion of 2nd
Special Survey No. 3.

In view of the deterioration which appears to have taken place
on the spar deck sheerstrake and strake below amidships, I have
to request in the event of the survey being proceeded with
that you will arrange for additional drillings to be made in these
brakes on the port and starboard sides within the half length
amidships in order that the extent of the renewals or repairs
which are required may be ascertained, also for all plates in the
second strake below the main sheerstrake on starboard side
within the same distance which are worn to below $9/20$ " to be
renewed, and all plates at the forward end worn to below $7/20$ "



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to be renewed or doubled.

I have also to point out that the spar deck sheerstrake and strake below on port and ~~starboard~~ sides forward require to be drilled in addition to the shell plating below the waterline, and that in further addition to the items indicated in your report as remaining to complete the survey it would appear that indented plates G1 and 2 on port side require to be dealt with, all ceiling to be lifted, anchors and pumps to be examined, and the masts ~~and~~ wedges to be removed.

I have further to inform you that the fore peak is not recorded in the Register Book as a ballast tank, and that the original thickness of the 2nd strake below the main sheerstrake amidships was 12/20" and not 11/20" as indicated in your report.

I have to request that Mr. Noton, the Principal Surveyor or failing Mr. Noton, the Senior Surveyor, who it is concluded has joined Mr. Findlay in carrying out this survey, will associate himself with the reply.



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