

18 APR 1928

of Ship Surveyor

Received from Chief Ship Surveyor

NAME Mr Jc. Lord Broughton Report Nure No. 82593

Reports 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, 24/5/92.)

2nd S.S. No. 3.

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in <sup>ths</sup> 20 of an inch.

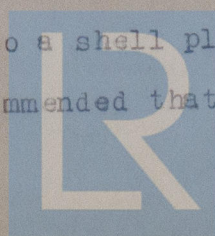
LKE.	AMIDSHIP.					*FORWARD.					*AFT.					REMARKS.
	Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.	
STRAKE	13	9 1/2	9 1/2	3 1/2	3 1/2	9					9	7 1/2	7	1 1/2	2	
	13	8	8	5	5	9					9	7	7	2	2	
STRAKE	12	12	12	✓	✓	9	9	9 1/2	✓	✓	9	10	10	✓	✓	
W	11	12	9 1/2	✓	1 1/2	9	9	9	✓	✓	9	9	9	✓	✓	
	12	9	8	3	4	9	9	9	✓	✓	9	9	9	✓	✓	
	11					9	6 1/2	6 1/2	2 1/2	2 1/2	9	8 1/2	9	1 1/2	✓	
						9	5	7	4	2						

Thicknesses given in these columns should indicate the actual thicknesses at not less than one-fourth the vessel's length from each end.

The class is subject to the foremost 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 being further examined and permanently repaired on 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 the 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



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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.

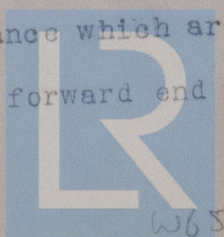
The case received the consideration of the Committee on the 31st January when action was deferred and the Owners informed.

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 now report the vessel examined afloat, the holds, peaks, bunkers, machinery space, decks, tanks, etc., examined and the shell plating partly drilled with results as shown above.

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

It is submitted action might be deferred for the present and the Surveyors requested, in view of the deterioration which appears to have taken place in the spar deck sheerstrake and strake below amidships, to arrange, in the event of the survey being proceeded with, for additional drillings to be made in these strakes on 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 2nd 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"



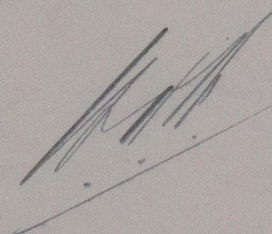
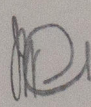


Stl. Sc. "LORD BROUGHTON". . 3.

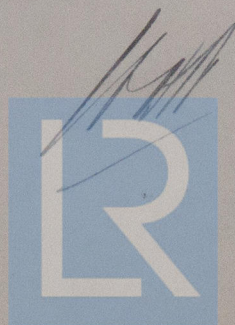
to be renewed or doubled.

It should also be pointed out to the Surveyors 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 their report as remaining to complete the survey it would appear that indented plates G 1 & 2 on port side require to be dealt with, all ceiling to be lifted, anchors and pumps to be examined and the mast wedges to be removed.

The Surveyors should further be informed 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 their report.

*See letter*    
16. 4. 28.

It is assumed that in view of the importance of this case a Senior Surveyor has joined Mr. Findlay in the 2nd S.S.No.3 and drilling of this vessel, but the Surveyors should be requested to state if this was so.



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