

Received by Chief Ship Surveyor 2. 3. 20

Received from Chief Ship Surveyor 3-MAR-1920

VESSEL'S NAME Wood Sc. "NATENNA".

Rpt. Nts. No. 1118

The 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, 24/5/92.)

Nature of Survey

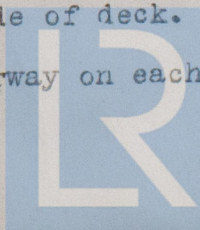
The class of this vessel is subject to a survey, equal to a Half Time Survey, being held at 4 & 8 years.

The Nantes Surveyor, who was joined by Mr. Nicholas of London, now reports the vessel has been examined afloat (loaded with coal) internally & externally, after encountering heavy weather on a voyage from Swansea to Casablanca.

The vessel put into Brest leaking & unable to keep the water under, drawing 25'.0" forward & 23'.9" aft, & soundings in the holds showed 4'.4" forward and 4'.0" aft.

It was stated the vessel left Swansea drawing 24'.6" forward, & 24'.9" aft, & soundings showed 2'.0" forward & 1'.1" aft.

- 1:- The bilge suction pipes on each side of Nos. 1 & 3 holds were found to be choked.
- 2:- A leak was visible in the well at the after end of the engine room between the heels of both frame timbers.
- 3:- The water in the fore peak tank was still fresh.
- 4:- The bilge chains for clearing limber holes on each side of ship from fore peak bulkhead to stokehold were working freely.
- 5:- The waterway seams of the exposed part of the main deck started.
- 6:- Some deck seams in the centre between the after end of the after hatchway and the poop front bulkhead somewhat started, and a number of butts slightly opened on each side of deck.
- 7:- Several scarpers of the thick waterway on each side slightly started.



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Wood Sc. "NATENNA" (Cont.)

Temporary repairs have been effected. A sluice valve fitted on port & starboard sides of the fore & after bulkheads of the deep tank to permit the water in the holds to drain into the tank and be pumped out.

On completion of temporary repairs, it was found by sounding that the water by means of the ship's pumps was reduced in the holds to normal conditions, the better trim of the vessel by the stern allowing the water to run freely through the limber holes to the pumps, all coal having been removed from the deep tank amidships & stowed aft.

The Surveyors recommend the vessel be further examined in dry dock at a port in the Gulf of Mexico or Norfolk, Va., on her arrival there directly after present voyage to Moroccan ports.

It is submitted action be deferred and the New York Surveyors advised.

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