

LLOYD'S REGISTER,  
LONDON.

RECD 18 FEB 1920

ANSD

Le. Le. "Waterma"

Hotel des Voyageurs  
Brest.

14<sup>th</sup> February.

1920.

Dear Sir.

I wish to inform you that I arrived here on Friday morning, 13<sup>th</sup> inst. and in company with Mr. Demarest (the Society's Surveyor, Nantes) visited the above vessel, lying in Brest Commercial Harbour. Mr. Roberts, for the Agents; Capt. Thomas for the Salvage Association; and Mr. Ramouroux for Lloyd's Agent, also being present.

We made external and internal examination of the vessel as far as practicable.

We found on sounding the bilges that the water in the holds, stated in the Log Book to have been 5 feet, had been considerably reduced by the pumps, and the last soundings taken by us about 5 p.m. this afternoon, gave a mean of 2 ft 4 ins.

The vessel it is stated arrived here considerably down by the head, but is now in better trim, being about 18" by the stern.

On examination we found a considerable leak on both sides between the

time of leaving the vessel tonight. The work so far done is proving satisfactory.

hull & be pumped therefrom by the two existing  
suctions - These sluice-valves worked by rods carried  
up to the height of the lower deck, the other ones to the

(2)

head of the frame timber of the after peak  
bulkhead and the entire keelson into the  
after well in engine room, otherwise the  
vessel does not appear to be making much  
water.

The suction pipes to the hold bilges  
were found choked, and it is proposed as a  
temporary measure, and in order to avoid  
discharging the cargo, to utilize the deck  
tank between No. 1 and 2 holds as a cofferdam  
by first removing the bunker coal from this  
tank into the permanent bunkers, which  
with the machinery are situated aft, and  
fitting small sluice valves on port and  
starboard sides, in both bulkheads of the  
deck tank, so as to allow the hold bilges to  
drain into the tank whence it can be  
pumped <sup>out</sup> by the independent line already  
fitted, and so discharged overboard.

Arrangements have been put in hand  
with the view of effecting temporary repairs  
to the after peak bulkhead to overcome the  
leak there, and I am pleased to say that at  
time of leaving the vessel tonight the work so  
far done is proving satisfactory.

I shall be glad to have the particulars  
of the vessel's class and tonnage etc. from the  
R. B. sent me for entering on the certificate.  
Yours faithfully.

The Secretary.  
London.

David Gielholas

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Referred to the Chief ~~Ship~~ Surveyor.

18 FEB 1920

+ for Mr. Mayne  
to note

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