

BARRY.

20<sup>th</sup> November 1897

Mr. Henry E. Tildon

The Superintendent, representing the owners, survey the screw steamer Strathleven of Glasgow 1500 tons register for the purpose of ascertaining the damage stated to have been sustained by the vessel through stranding in the Suez Canal on the 18<sup>th</sup> and 19<sup>th</sup> April 1897 and through experiencing heavy weather between 20<sup>th</sup> March and 20<sup>th</sup> October 1897, while on a voyage from Hong Kong to New York, Newcastle, Baltimore, Ship Shaws, Philadelphia, Havre and Barry.

For particulars see log books

Upon examination of the vessel when placed in the Commercial Dry Dock, Barry, on the 6<sup>th</sup> November 1897, and subsequent dates, found the bottom scrubbed bare of paint in several places, particularly on port side.

Upon the rudder being lifted, found the pintles out and slack in braces.

On deck, the steering gear, chains and fair-lead strained. Starboard side steering rope broken and bulwark



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same fractured slightly. The glass panes in after cabin skylight broken. One post light and frame broken in Engine and Boiler space. The jolly boat damaged and stem broken. Two life boat covers burst. One hatch tarpaulin torn. Light screens and side lamps damaged. Windlass and Nos which reported strained and working badly. Messenger chain broken. Centre bracket on windlass broken. Three six inch Manila ropes and one three and a half inch steel wire stranded.

Machinery: Upon the propeller being taken off, the tail shaft drawn and all the shafting, pumps, condenser and sea cocks opened for examination, found the stern bush out badly and worn down, the tail shaft fractured at both ends of the after liner. The stern gland bolts broken and damaged and the cheek ring bolts broken.

The holding down bolts of the after stemmer block slack and chafed, and the coupling bolts in after coupling slack.

The work assigned recommended the rudder to be lifted the pinbles dressed up and bushed, and the rudder rehung and adjusted. The steering gear chains and fairleads to be overhauled and put into good working order. The starboard quarter mooring pike to be removed and



a double plate to be fitted to fractured  
bulwark plate in way of same. The  
broken panes in after cabin skylight to  
be renewed and a new frame, glass and  
a deadlight fitted to the engine room skylight.  
The galley body to be repaired, two life boat  
covers and one hatch tarpaulin to be renewed  
and the damaged light screens and side lamps  
to be repaired. Chain the windlass and for  
on windlass to be overhauled, repaired and put  
into a good working order. Three six-inch  
with Manila ropes and one three and a half  
inch steel wire rope to be renewed.  
of Machinery:- The propeller to be taken off.  
the tail shaft drawn and all the shafting  
pumps, condenser and sea-cocks opened for  
examination. The stern bush to be re-  
worked as the fractured tail shaft renewed.  
fitted in place and to propeller. Stern gland  
repacked and new studs and bolts fitted  
to stern gland and gland ring. The  
holding down bolts to the after plunger  
blocks to be renewed. The after coupling  
to be set fair, holes run out and a new  
set of coupling bolts fitted.  
and small fittings, connections, ceiling, spar  
rings etc. removed to effect the above repairs  
to be replaced or renewed and all the  
new and repaired work the bottom  
to be coated with paint



the vessel in as good condition as before  
the occurrences in question.

Free Labor to

and 11.00

and 3.16.00

James P. Zeller

Surveyor to Lloyd's Register.

The vessel to be repaired, two hull plates  
over and one hatch barbantin. The damaged  
light screens and side rails  
to be repaired. The windlass and  
winch to be overhauled, repaired and put  
into good working order. The  
hamp ropes and one three and one  
inch steel wire to be renewed.

Machinery: The propeller to be taken off.  
The shaft drawn and all the shafting  
pinnings, condenser and sea cocks opened for  
examination. The stern bush to be  
repacked. The fractured tail shaft removed  
and replaced in place and to propeller shaft  
repacked and new studs to be fitted. The  
stern gland and quack ring to be  
helping down bolts to be renewed. The  
block to be renewed. The upper connecting  
rod to be renewed. The lower connecting  
rod to be renewed. The upper and lower  
coupling bolts to be renewed.

All fittings, connections, and  
ring etc. removed to effect. The  
to be replaced or renewed.



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