

— St John's N.F.L.D. —

— 16th. Sept. 1898. —

— S.S. "STRATHLEVEN" —

This is to certify that we the undersigned, A. Jackman Master Mariner and A. D. Brown, Engineer and Surveyor to the "Bureau Veritas", having been called upon by Bowring Bros, Lloyd's Agents, and with the consent of the Captain, to survey the S.S. "Strathleven" of Glasgow, 2436 tons gross, towed into port by the S.S. "Delano", having broken a shaft whilst on a voyage from Havre Dunkirk, and Fowey, bound to New York, for particulars see ship's log.

On examination found after peak full of water, No 4 hold with 7 to 8 feet of water, which was running through after peak bulkhead, ships donkey pump and Weirs feed pump working full on No 4 hold, and in still water of the Harbour could just hold their own.

Discharge Cargo
No 4 Hold.

RECOMMENDED that the ship be placed alongside of wharfe were storage for cargo could be obtained, and that cargo be discharged from lower No 4 hold.

Examination

of ship

On further examination of ship laying at Bowring's wharfe discharging cargo, found after hatch had been opened to jettison cargo to lighten ship, for further particulars see Machinery.

ship's log, cargo badly damaged by water.

On further examination of propeller in water, found shaft hard back against rudder post and laying at such an angle



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as to lead to belief that the stern tube must be broken.

On examination in tunnel, which had then about 12 inches of water on bottom, found the coupling bolts in after coupling all broken, and couplings about 3 inches apart, and fore end tipped up, water running in freely around flanges of tube, found ship's ballast donkey working at its full capacity on No 4 hold, and that Weirs feed pump for main boilers had been disconnected from hotwell and boilers, and the feed pipes and suction pipes from main engine bilge pump had been cut and attached so as to pump from engine room bilges on to deck and over ship's side and working at its full capacity.

Pumping continued

Recommended that pumping be continued continuously, and cargo discharging to permit of further examination.

Sept 8
9 A M

Pumps

have been kept working full bore all night, water considerably reduced in No 4 hold, but after peak has still too much water to make examination of stern tube.

6 P P.

Pumps kept going but not making any gain on water in after peak, therefore we recommend that ship be placed on Dry Dock so as a thorough survey may be made.

Sept 10TH.

Surveyed Ship.

Surveyed ship on James Angel's Dry Dock found tail end shaft broken at forward end of after sleeve, it is a scarf break of about 12" long. After Stern tube smashed in pieces in way of break in shaft. After peak bulkhead started in way of stern pipe. Tunnel shaft bearings started and twisted out of line.

Platform

In Engine

room.

Wood platform at back of engine room torn up for leading of temporary bilge pipes, rose boxes broken etc.



Tanks etc. Fresh water tanks in No 4 hold floated and pipe connections broken, sounding pipes and sluice rods in after peak broken.

Decks Deck damage caused by jettisoning cargo, and sea while laying broken down.

Steering Gear Steering rods bent and strained from cargo striking them while being jettisoned, steering chain sheaves started and strained while laying in the trough of the sea while broken down.

Hatches Hatches for No 4 hatch broken, tarpaulins for same torn and lost. After peak manhold hinges broken, two staunches in No 4 hold broken.

Boom crutch for No 4 hatch bent and broken.

Steam pipe covers washed up and broken.

Main rail in way of No 4 hatch broken.

Winch pipes on deck started and burst in several places
Covering board on port side of saloon deck started.

Engineroom skylight broken and started.

Boats No 3 lifeboat badly stove and skids started.

Dingy boat carried away and skids started.

Ports Releiving port on starboard side carried away, Port gangway, No 3 hatch, and starboard gangway, No 4 hatch burst open by sea, hinges broken and strained.

Starboard sidelight screen and holder stove in and lamp smashed.

Compressors Cable compressors strained and broken from towing by cable chain.

Forecastle deck. Forecastle deck strained and bitts started from tow age. Topgallant forecastle strained and leaking, nails broken



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down from tow ropes, compressors for wire rope broken Mizzen topmast stay carried away.

Funnels for galley and cabin stoves carried away by the sea.

Several windows in saloon and after wheel house broken by sea

Deck pump for fresh water damaged by wreckage of boat.

Boiler Casing. Iron covers on stokehold grating bent and damaged by the sea, ash chute carried away, sundry sails, awnings, and tarpaulins covers and bridge-cloths etc torn and burst by sea and wind.

Cables. Manilla hawser and several lines parted and cut up while being towed.

Cabin Stores

etc. Considerable cabin stores stowed in after peak damaged by water, cabin and galley utensils broken down for particulars of same see first officers log.

Repairs We would then recommend that the following repairs be carried out with dispatch.

Propellor to be removed from broken shaft and stern tube taken out and new steel shaft and cast iron tube be fitted in, that crank and tunnel shafts be carefully examined to see that no damage have resulted from the undue strain, tunnel shaft bearings to be lined up and made good.

Egines. That main engines be thoroughly examined in case of any damage resulting from racing of same, from the breaking of shaft.

Pumps Service donkey pump be overhauled and made good, Weirs pump be replaced and bucket and valve made good from damage resulting from pumping bilges.



All pipes cut and damaged be removed and made good. Rose
boxs renewed, engine room platform made good etc.

Deck.

All damage to deck to be made good

Sails, tarpaulins, covers, etc repaired and renewed where necess
ary.

New Hawser and rope to be supplied.

A good second hand lifeboat to be supplied, and new dingy,
and what necessary stores lost or damaged, refunded for the
completion of the voyage, be supplied at this port.

Bilges

Bilges to be cleaned of damaged and loose cargo, where
ceiling has been broken and floated up, to be repaired, hold
to be cleaned and painted.

Tanks

Fresh water tanks secured and connectiond made good.

Deck Caulked

Forecastle deck to be caulked.

Signed.

A Jackson

J D Brown