

to be reached for the purpose
of stopping the breach in the
side before bringing her into
dry dock for repairs.

For particulars see
Voy. Book

Upon careful examination
the undersigned found the
vessel cut down on the starboard
side at fore end of machinery space
from the half round of Pop to
upper turn of bulwark, that is on the
top of the hull tank; the particulars
of the damage being as follows:-

1. Plating. - No 14 plate in the
No 2 W & 14 in I Strake, No 3 W & 14
in G Strake, No 14 in H Strake,
No 14 in I Strake, No 15 in K Strake
Strake driven in broken and in
the case of the lower plates - smashed
No 14 plate in the K Strake and
the doubling plate inside of same
rent and indented, the two
forward plates of lower side of
Bridge side plating driven in
broken & fractured, the three
forward plates of upper side
of Bridge side forming the half
round or hump - driven in
and crushed and the rest of the



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Lloyd's Register
Foundation

fourth plate in the same chain
driven in & fractured.
frames - The double frames on the
copper dam bulkhead bent and
the lower portions of same connected
the bulkhead end plating to the
tank top broken; five frames
above the copper dam bulkhead
considerably bent and broken
in several places, from the
top of ballast tank upwards to
the top deck; the next two
frames above the preceding
bent at the lower part but
not broken; and five above
the above bent at their upper
ends.

Upper Beams, Brackets, Bulkhead
Plating &c. - The three lower
outside plates of Copper Dam
Bulkhead bent & buckled;
the outside plate of ballast
tank top broken just above
the copper dam bulkhead; the
five plate brackets connecting
the feet of the five broken frames
to the tank top bent & broken.
The brackets three plates on the
the Ball Beam & chain plates

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Rent & broken, some half half
open three Rent & broken &
the double angle side & stumps
below the half stumps Rent in
and broken in two places, the
knees of two main deck bulkhead
and of one half beam beam
& broken; mine turnover beam
to Prop (extending from lower part
of half beam to Engine casing)
broken at their outer ends.
Particulars. The following
chased & bare of paint in known
places: the after end of the keel
kept in way of the damage on
the Starboard side, situated
the Prop & stumps well iron bolted
one level of marring plates &
Prop and broken the launch
deck on Prop beam & damaged
the floor plates in the bottom
and the Officer's berth. The
upholstery & the poling
of the furniture in the Cabin
more or less damaged, the
water having been in the after
part of the vessel to the height
of about six inches under the
the Cabin floor; the Prop
chest and contents damaged

a quantity of Sipping Room
and Cabin Ware. reported
to have been lost and others
damaged, for account of
which see ~~the~~ attached
signed by the Master; the
Colley Boat was wrecked;
a quantity of coal from the
Colley Boat was found to have
been washed out into the stove
hold lockers; and the
Chronometer and Compasses
etc. etc. to be damaged through
having been thrown indiscriminately
into the boat when
the crew left the vessel just
after the collision.

Recommendations as follows:
A number of weapons
killed in many of the damage
and other places. The Captain
is pleased to see that in
the upper part of the ship, two in
the main, two in the fore main,
one in the main, one in the fore main,
and one in the main. The ship
is cut out and removed;
the reduced Chronometer
and the doubling, etc.

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to be removed, joined, & repelled;
the two broken plates in lower
strake of bridge side, and the
three in the upper strake or beam,
to be cut out & removed; the fore
end of the fourth plate in the
upper strake to be joined in place
a new built out (the key plate
forward being made longer to
offset this) and a new strip
of plating, the after part of the
starboard bilge keel in way
of the damage to be removed &
followed eleven feet of
built plate, sixteen feet of
upper and eight feet of lower
angle bar; and the bottom
to be scraped & coated.
On starboard side in way of
the void & after bilge keel
frames - a new frame to be
bolted to the lower part of after
bulkhead of bilge keel, the double
frames of the copper dam plate
to be removed, joined, & repelled,
and the lower end removed;
a new frame to be removed, and
a new copper dam to be removed
their whole length from bilge keel
out up to top of deck.

Lower part of the next two
frames and the upper part of
the next five require about
the preceding to be heated and
sawn in place.

Trusses, Beams &c. The three lower
balke in place of Copper & are
pulkhead & the Murock joined
refilled; the outside plate
of ballast tank up to the cut
in the copper floor and removed
about this, and to have double
in the straps as its forward
end - the general of this
plate are plate of the pulkhead
balke at head & the to support and
afterward, up to the five
broken plate brackets connecting
the keel of the frames to the
lower top, and the two broken
brackets under the hold
straps, to be cut and removed
removed; the broken hold
beam in round hold beam to
be cut out the lower weeded
the beam is filled; the broken
length of the double angle
side & thinner the removed and
filled together with
water with collars &c.

copper & oil tank, bulkheads,
 and a good bulkhead in the engine
 room removed & refitted. The
 he refitted. The two broken
 pieces of main deck beam to be
 strengthened by steel plates
 plates, & the half beam to be
 put out welded. & refitted.
 the nine broken beams over
 beams to be made good. One
 to be removed and two to be
 strengthened by long steel angles
 the box & stronger angle iron
 & to remove a deck beam
 one length of main plate to be
 removed and one to be refitted.
 the & the main plate beam to be
 repaired & refitted. The box
 deck plating in starboard to
 be removed & in way of the damaged
 beams and afterwards refitted
 & removed where necessary, as
 required; the whole of the fittings
 on the starboard side of the box
 in way of the damage. Comprising
 two davits & one net. Stripped
 & replaced, one pump & several
 and a length of pipe. While at
 the work it was found that
 the main deck beam was

the platform in Engine Room
 & the wall, ceiling in lumber
 coal, in side lumber, to be
 removed & the lumber and space
 under Engine. Driller to be
 thoroughly cleared out & cleaned;
 the Chores in after Part to be
 removed and the after Part
 cleaned and painted, the
 Machinery Chace & the painter
 painted; the lining on side
 Cabin to be removed at the
 lower part and the wood Cabin
 removed from behind the stove,
 the floor cloth in the Cabin
 to be renewed; the medicine
 chest made good; the upholstery
 repaired, the cabin furniture
 cleaned & polished; the Churns,
 and compasses & the cast iron
 overhauled, repaired, and
 re-adjusted; the Solly boxes
 to be renewed; the 100 lb
 sack in dry goods room
 to be removed to be cleaned and
 examined and afterwards filled
 & headed; the other old sack
 and copper dam to be cleaned
 out and of bread, & re-
 packed; the coals to be

the hatches; and all repairs
 Renewals consequent upon
 the damage to be effected,
 so as to place the vessel
 in as good a condition &
 condition as she was in
 before the said damages
 were sustained.

The Vies of Damaged
 cargo and stores, stated
 to have been lost, is
 herewith attached

J. L. Rule

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