

of the vessel lying in deep water in the Bay, I did not consider it practicable to test any of the rivets with a hammer, one of the web frames on the Port side the second web from the after Peak bulkhead and two feet from the top of the ballast tank badly broken across the plate, also the frame connecting the same to the shell plating, badly broken, and other frames in the vicinity of the broken web frame, have the appearance of being strained, the upper pin in the end of the angle leg connecting the bracket plates to the Margin plate started and the web breaking in consequence of the vessel being out in deep water, I did not consider it advisable to touch any rivets in the started & broken frames and recommended Mr Deacon to have her shifted into the Harbour and anchored in shallower water, in case any broken rivet should fly out when struck with a heavy hammer, the after tank to be pumped out the started rivets in the bracket plate angle legs, and Nut & screw bolts as a temporary repair for the vessel to proceed to Barry or Cardiff placed in a dry dock for further examination and permanent repairs, and the vessel to be placed in as good a condition as before having sustained the damage in question. One other rivet starting badly in fore Peak tank.

in the Port bow

J. H. Sander

Chief Surveyor to Lloyd's Register of Shipping
Falmouth

Halmouth

8th April 1914

Thomas Henry Sandy

Messrs G. L. Fox & Co. Capt Torrance and Mr Deacon
the Owners Representative hold a survey on
the steel S. S. "Baker". Standard 3708 tons
gross. A. Torrance. Master, while laying out
in the Halmouth Dry. for the purpose of
ascertaining the damage she is stated to have
sustained, through stress of weather while on
her passage from Portland Dorset; to Philadelphia
in water ballast, and when in 44 North and 29 W
on the 2nd April, she was found to be badly strained and
leaking in the Engine room bilges.

For further particulars see Logbook.

On examination found the angle legs of the
bilge brackets started from the Margin Plate, and
the upper pint of the same leaking into the bilges
from the Engine room ballast tank, on both
sides in way of the Engine bed, in consequence
of