

Glasgow
17th December 1890

J. A. Dawkins.

Messrs. Bevel & Son,
Managing Owners, Survey the vessel
"Strathleven", 1555 tons register, of
Glasgow, whilst lying afloat in the
Gruens dock at this port, for the
purpose of ascertaining the damages
stated to have been caused through
collision, on the 17th July last, in
Bulloch Harbour, China.

For particulars see Report & Particulars.

The examination found the following
damages:— Port-side:—
Forecastle three side plates &
the sheer trake bent & broken. The
second strake below sheer trake & the
of Forecastle one plate broken & another
one indented. One Forecastle
beam broken & two bent. One Forecastle
beam broken. The two upper
mouldings at this part of the Forecastle
board, being the head of the beam.



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iron socket & luffing box to anchor
drift. the hull board with sheathing
plate & the guard stanchions & rods
on Forecastle in way of the alone named
damages broken! the Case ~~to~~ ^{of} ~~the~~ ^{the} ~~drift~~
And the anchor working fittings damaged
Abreast No 2 hatchway: - One plate
in the Sheerstrake, one in bulwarks &
the gangway doors with their hinges
~~clips~~ & broken.

At after end of Bridge house, one plate in
the Sheerstrake, one in bulwarks, the
main rail angle, one butt strap bulwark
plating & the hinges to a wash port
broken. The water service pipe
bent & broken. Two boats badly
damaged. Boat falls, **one** in number,
chased & broken. The oak rail to guard
stanchions broken. **One** stanchion &
Boat beam bent and a stick to Bow
Anchor broken.

Recommended that the following
plates **should** be renewed. In the
Sheerstrake: - one in wake of the Forecastle,
one abreast No 2. hatchway & one at after
end of Bridge house; in the second strake
below the Sheerstrake, one plate, in the
Forecastle side plating, one plate
in the lower strake & the bulwark plate
two in upper strake to



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new butts & fitting a single new one in
 place of some, one inward plate
 at No 2 hatchway & one at No 1 and a
 Bridge house, also other eight plates,
 and that the rivets should be cut out
 of three other indented plates forward, the
 plates set in place & riveted; that
 the broken part of frame in the fore-castle
 should be cut out, a new piece of same
 angle steel six inches long be sub-
 stituted, and a broom piece fitted at
 butt; that the broken part of fore-castle
 be cut out and a new piece four feet
 long be substituted; that two lengths
 altogether forty feet of half round eye
 iron at fore-castle be renewed; that a
 new sheet of sixteenth Copper be laid,
 ten feet six inches long, sixteen feet
 Knight head Chocks, the socket &
 stuffing box to anchor davit, the
 bill board with its iron plate & keelson
 should be renewed. that two frames in
 the fore-castle be set in place; that
 the guard stanchions rods be repaired
 & replaced, that the anchor winches
 getting be repaired; that the cat rail
 davits be repaired and the blocks &
 falls to come be renewed; that the fore-
 castle be renewed for cleaning & repair
 including the removal of the old

the keel-rod to anchor, & it should
be refitted in place; that the anchor
hook be repaired; that the spar
in way of forepolars forward, at fore
hatchway and at Bridge House be renewed
or renewed a good measure; that one
ship of the upper deck waterway in fore-
castle & one brass side light be renewed, that
two other side lights be refitted; that the
langway door & wash port flap should be
renewed and their hinges & clips be repaired;
that a new trap be fitted to bulwark plating
abaze Br. No. 1; that the Cope iron moulding
be replaced; that the fittings to B.C. Hatch
communicating Br. No. 1, distributed for renewal & shell
bulwark plating be refitted; that seven teen feet
of new oak rail be fitted; that fourteen feet
of new water service pipe should be fitted
three brackets to same be renewed; that two re-
coats twenty eight six in & twenty guinea
ins respectively should be cut on board; that the
Boards-jacks, one in number & one block & one
should be renewed; that the Ottermo chains
& blocks displaced for effort in repairs be
replaced; that the cement, to new plates, in
further waterway be renewed; that the new and
repaired parts be repainted inside & outside
all so as to place the vessel in the same
good and efficient condition as before
meeting with the accident.



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