

Lloyd's Register of Shipping,

Bank Chambers,
2, Freeman Street,
Grimsby, 15th May 1919.

LLOYD'S REGISTER,
LONDON.
REC'D 17 MAY 1919
ANSD

Dear Sir,

With reference to your letter of the 22nd March last having reference to the case of the American built wood steamer "WAR STIKINE" I beg to say that the survey and repairs were completed yesterday.

The holds, peaks, part bunkers and the engine and boiler spaces were examined, the vessel placed in dry dock and the bottom, rudder, propeller, stern bush and outside fastenings examined and the vessel found generally in good condition, of ample scantlings and the workmanship good.

The timber used in the construction of the vessel does not appear however to be well seasoned, with the result that in the engine and boiler spaces shrinkage has taken place, and the pillars, knees, fore and aft timbers have drawn open and the fastenings were slack. The clinched bolts have now been tightened by wedging and fitting parallel slips and the nutted fastenings have been screwed up. This makes an efficient temporary repair but in view of the certainty of further shrinkage taking place, the parts in question should in my opinion, be again examined in say six months.

Referred to the Chief ~~Stee~~ Surveyor.
and the Chief Engineer Surveyor.

Also for Mr. B. A. Hill to note.

Referred to Mr. ~~Mayne~~.

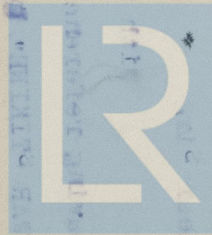
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await reports in form
to be fixed.

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W.R.

See line



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The caulking of the bottom near the forward end of the vessel and insome places about the keel, at the sides of the forward hatches, between the light and load water lines and in the bottom of the holds was found started and these parts have now been re-caulked, together with the decks in way of deck houses.

The decks, hatches and supports, hatch covers, windlass, steering gear and general equipment are good.

The cylinders, pistons, slides, crank and thrust shafts, pumps and pumping arrangement and the boilers and their mountings were examined and found satisfactory. A screw regulating valve fitted to the main engines in lieu of the butterfly valve originally fitted. The Boilers which are of the Howden type, are not fitted with automatic feed regulators.

The vessel might in my opinion be classed subject to the engine and boiler spaces being again examined in six months.

With reference to the last paragraph of your letter of the 3rd ultimo. I beg to say that similar protection has been fitted in this case in the boiler room.

I shall be glad to learn what fee is to be charged for this survey and to whom the account is to be sent.

I am, Dear Sir,

Yours faithfully,

B. Ritchie.

The Secretary,

LONDON.

*P.P. I enclose herewith a report on the
condition of the bottom as requested in
your letter of yesterday's date.*

B.R.



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