

*Lloyd's Register*

LLOYD'S REGISTER OF SHIPPING.

PORT of PORT NATAL,

21st November 1916.

THIS IS TO CERTIFY that

I, JOHN STEWART,

undersigned Surveyor to this Society did at the request of

Mrs. Lever Bros. S. A. Limited, Agents for the vessel, survey *21st* *J.S.*  
at and on the Floating Dock, between the 6th and ~~10th~~ November

1579  
the Steel S/S "LINMERE" of Liverpool, 853 tons register,

Legoyt, Master, to ascertain the condition of certain temporary

repairs which had been carried out to the bottom at Forcados,

exacerbated on account of the vessel having struck a submerged

obstruction in the vicinity of Cape Palmas, on the 22nd August 1916

On visiting the vessel at Congella Wharf on the 6th Novem-

ber to make an internal examination of the repairs afloat, I found

the bottom leaking into the dry tank in way of stokehold, the

soundings then showing eight to nine inches. I considered an

examination afloat under these conditions would be unsatisfactory

and recommended that the vessel be dry docked for further inspec-

tion and repair, if necessary.

The "Linnere" was dry docked on the 9th November and on

that and the following day I made examination and found as follows;

The temporary repairs carried out at Forcados, consisting  
of



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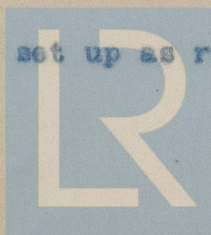


" covering plates, riveted, over damaged parts amidships on board side were started and leaking at the seams. The rivets of these plates was defective due to several reasons, but principally to the pitch of the rivets which varied from  $4\frac{1}{2}$ " to 6". The temporary repairs at No. 1 keel plate and at "A" strake, abaft the bow, were also leaking. The Portland cement put at Forcados, to assist in getting the bottom and ballast tank bottom plates tight, was also unsatisfactory, the mixture being of a nature that did not properly adhere, owing to there being much sand in it.

FURTHER TEMPORARY REPAIRS AT PORT NATAL.

Surveyor recommended that the covering plates fitted and riveted at Forcados be removed, the pitch of rivet holes altered to about 3", the cement in way of temporary repairs to be removed, and renewed with a mixture of one of cement to one of sand. The No. 1 Keel Plate to be fitted with a  $5/16$ " shoe about 6 ft. long over the fractured part, the shoe to be secured with several of the stem rivets and  $5/8$ " tap bolts.

Owing to there being insufficient lap at parts of the covering plates fitted at Forcados, it was finally decided to fit rivet new covering plates. Where the bottom shell plating in way of dry tank is badly set up and the floors and frames badly damaged, the Surveyor recommended that nine temporary frames or brackets be fitted and riveted, where practicable, to the old plating. These frames or brackets are composed of 3" x 3" x  $\frac{1}{2}$ " angle bars and plates. The area covered by the covering plates is about 40 feet fore and aft by 5 feet broad. A number of defective rivets were renewed or set up as required and caulking where started was made good.





DAMAGE. The damage to the "Linnere" is all on the Star-side and as follows :-

Keel Plate. No. 1 from bow badly buckled.

Shell Plates, "A" Strake. Nos 1 and 2 from bow badly damaged.

"B" Strake. Nos 5, 6, and 7 slightly dented, Nos 8, 9, 10 torn and ripped beyond repair.

"C" Strake. Nos 8, 9, and 10 torn and ripped beyond repair. Plates on "B" and "C" strakes are numbered from aft.

With the exception of Nos 5, 6, and 7 on "B" strake which be removed, faired, and replaced, all other damaged shell plates will require to be renewed.

FORE PEAK. The collision bulkhead is buckled at lower end, the bulkhead frame bar, also the one forward of it badly damaged.

NO. 1 TANK. Eight frames and floors buckled and the margin plate sprung at two frame spaces.

NO. 2 TANK. The after division plate, four floors and frames all more or less damaged.

DRY TANK. The after division plate, nine floors, ten frames, and eleven intercostals all badly damaged.

ENGINE ROOM TANK. Five floors and frames, also five intercostals all more or less damaged.

NO. 4 TANK. Slight damage to several floors and frames. Cement in way of damage, broken.

The temporary repairs herein recommended were carried out in a satisfactory manner and when the vessel floated off the dock the bottom was tight and satisfactory in every way.

There was a slight leakage from No. 2 ballast tank into

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... tank, also from No. 1 tank into the bilge, but these have  
 been temporarily made good and the vessel is now in such a  
 condition as to enable her to carry water ballast in each tank  
 safely without leakage into any other tank or into the bilge.

M A C H I N E R Y.

There is no damage to the machinery beyond several of the  
 engines running rather warm. These were overhauled and smoothed  
 and are quite good until the vessel arrives at her Home Port.  
 Propeller and stern fastenings and sea cocks and valves and  
 fastenings are in good condition. Tail shaft is down

A Report will be forwarded to Lloyd's Register, London,  
 giving the nature and extent of the damage, also the temporary  
 repairs carried out here, and recommending that the vessel be  
 further examined in dry dock on her first arrival in the United  
 Kingdom, where she is to be further examined in dry dock.

Survey 6th November)  
 21st ( 1916.  
 Survey ~~20th~~ November)

Surveyor to Lloyd's Register.



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