

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 24/11/16 When handed in at Local Office 19 Port of Port Natal  
 No. in Survey held at Port Natal Date, First Survey 6 Nov Last Survey 21 Nov 1916  
 Reg. Book. 608 on the Wood, Iron or Steel &c. "Linnmere" (No. of Vessels daily) Master J. Le Geyt

TONNAGE:-

Built at Port Glasgow By whom Murdoch & Murray Ltd When 1913 3  
 Owners Lever Bros Ltd Port belonging to Manchester

Owners' Address

(if not already recorded in Appendix to Register Book).

or in Dry Dock? both Name of Dock NHD Floating Destined Voyage United Kingdom  
 DBa 64 feet; uE&B 16 feet; f 131 feet;  
95 tons. FPT 29 tons; APT 29 tons; MT feet tons.

Water Ballast Tanks, state whether the manhole covers have been removed, and the inside  
 Also state the amount of deterioration (if any) found in the thickness of the floors, framing,  
 or bottom plating, especially in the boiler space.

No. 1182 Port La

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER.  
\* for Special Survey.  
Date of last Survey and of  
Periodical Surveys.

\* 100A1

Shelter deck  
with freeboard

8-16

Machinery and Boiler  
Surveys  
(including date of N.E., if any).

\* LMC

3.13

TS9.14

When held, must be reported in detail and serially in the terms of the Rules. State clearly the  
 day, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs  
 (the cause of which must be stated) should be separated from repairs due to other causes;  
 failed in the body of the report, should be summarised in the form shown below. Whenever the  
 or Chains is reported, the particulars should be clearly stated in the space provided on  
 State also the dates and initials of any letters respecting this case.

Society's Freeboard (if assigned) as  
 painted on Ship and now verified

Where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and why they were  
 Was a damage report made by anyone else? If so, by whom?

EXAMINATION AS PER RULE, FOR

Damage

At the request of Messrs Lever Bros (S.A.) Ltd, I surveyed between  
9-21 November the above described "Linnmere" to  
 ascertain the condition of certain temporary repairs which  
 had been carried out to the bottom at "Forcados," necessitated  
 account of the vessel having struck a submerged  
 obstruction in the vicinity of Cape Palmas, on the 22<sup>nd</sup> Aug 1916.  
 Visiting the vessel at Congella Wharf on the 6<sup>th</sup> Nov to  
 make an internal examination of the repairs afloat, I found  
 the bottom leaking into the dry tank in way of Stokeshold the  
 opening then showing eight to nine inches. I considered an

REPAIRS :—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—				
red or Repaired												
ed in place												
OF THE	Stringers				Dblg. Plates under Sounding Pipes				Copper, or Y.M. of Wood Vessels			
	Inner Bottom Plating				Engine Room Skylights				(State if on Felt.)			
	State if Tanks have been examined inside				Coal Bunkers, Open'gs, Lids, &c.				When put on, Month Year			
	State if Tanks now tested				Scuppers				Boats			
	Bulkheads				Cargo Hatchways				Masts, Yards, &c.			
	Ceiling				Hatches				Condition, how ascertained			
	Cement or Asphalt				Planking of Wood Vessels				(State if wedges removed)			
	(State which.)				Caulking ditto				Sails			
	Rudder				Treenails ditto				Equipment letter			
	Steering gear and its connections				Breasthooks & Stems ditto				Anchors, No. of			
	Windlass				Transoms, Painters, & Crutches ditto				Cables (State if now ranged)			
	Have Pumps now been examined and found efficient?				Timbers of Frame at openings ditto				,, length size			
	Have Sluice Valves now been examined and found efficient?				Ditto ditto at other places ditto				(on board)			
	Have Watertight Doors now been examined and found efficient?				Stringers, Clamps & Shells ditto				,, Rule length size			
	(State if examined.)				Salting ditto				Hawser & Warps			
									Standing & Running Rigging			

Observations, Opinion as to Class, Recommendation, &amp;c.:-

Clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon  
 thus, for example:- "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of  
 or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptnD15, &c."

I commend that the "Linnmere" be continued as now classed  
 Register Book, until her arrival in the United Kingdom  
 she is to be submitted for further Examination in dry dock, this  
 too, the vessel is proceeding to the United Kingdom via West African Ports

Survey Fee (if any) 28 : 4 : 0  
 (if chargeable) 1 : 5 : 0  
 Second Surveyor's Fee (if any) 2 : 0 : 0

Fees applied for,

22/11/1916

Received by me,

10

Surveyor to Lloyd's Register of Shipping.

FRI. SEP 28 1917.

Committee's Minute TUE JAN 9 1917

Character Assigned

Referred for  
 dry docking &c

I considered an Examination afloat under these conditions would be unsatisfactory and recommended that the vessel be dry docked for further inspection and repair if necessary.

The "Linmere" was dry docked on the 9<sup>th</sup> November and on that and the following day, I made Examination and found as follows;

The temporary repairs carried out at Forcados, consisting of  $\frac{3}{8}$ " covering plates, riveted, over damaged parts amidships on starboard side were started and leaking at the seams. The riveting of these plates was defective due to several reasons, but principally 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 just abaft the bow, were also leaking. The Portland cement put in at Forcados, to assist in getting the bottom and ballast tank division plates tight, was also unsatisfactory, the mixture being of a nature that did not properly adhere, owing to there being too much sand in it.

Further temporary repairs at Port Natal.  
The surveyor recommended that the covering plates fitted  
and riveted at Forcades be removed, the pitch of r

Here the bottom shell plating in way of dry tank is badly  
up and the floors and frames badly damaged, the  
recommended that nine temporary frames or  
be fitted and riveted, where practicable, to  
old plating. These frames or brackets are composed  
3" x 3" x 1/2" angle bars and plates. The area covered  
the covering plates is about 40 feet fore & aft by  
feet broad. A number of defective rivets were renewed or  
up as required and caulking where started was made good.  
Image. The damage to the "Finmere" is all on the  
tarboard side and as follows.

el Plate. No 1 from how badly buckled.

All plates "A" Strake Nos 1 and 2 from bow badly buckled.

6. Stroke nos 5, 6 & 7, slightly dented, nos 8, 9, and 10 torn & ripped beyond repair.

Strake, nos 8, 9, and 10 torn & ripped beyond repair

shell plates on "B" & "C" Strakes are numbered from aft.

With the exception of Nos 5-6 & 7 on "B" Strake which may be removed, faired, and replaced, all the other dan

shell plates will require to be renewed.  
Fore Peak. The collision bulk head is buckled at lower part, the bulk head frame bar, also the one forward it badly damaged.

o 1 Tank. Eight frames and floors buckled and  
margin plate sprung at two frame spaces.

2. Tank, The after division plate, four floors and  
five frames all more or less damaged.

Engine Room Tank. Five floors and frames, also five  
tercostals all more or less damaged.

ry Fank. The after division plate, nine floors, ten  
ames, and eleven intercostals all badly damaged.

4 Fank Slight damage to several floors & frames.

The Cement in way of damage, broken.

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

There was a slight leakage from No 2 ballast tank into dry tank, also from No 1 tank into the bilge, but we have been temporarily made good and the vessel now in such a condition as to enable her to carry water ballast in each tank separately without leakage into any other tank or into the bilge. 18

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED by TABLE 30 or 31.			Description of Anchor.	Makers.	Where and when Superintended.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream .....															
	Kedge.....															

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

holes altered to about 3", the cement in way of tempo-  
rary repairs to be removed, and renewed with a mixture  
one of cement to one of sand. The forward or  
Keel Plate to be fitted with a 5/16" shoe about  
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 covering plates fitted at Forcades, it was finally decided to fit and rivet new covering plates.