

COPY.
PORT OF

16th. December 1920.

Dear Sirs,

We beg to acquaint you that the steamer "P.L.M. 12" is to be drydocked at Blyth for repairs of damage incurred by grounding in the River Tees on the 14th instant.

The vessel was placed in dry dock at Messrs. Smiths Dock Co. South Bank, and was found to have sustained the following damage:-

HULL.

- Forward shoe plate set up and slightly scored.
- Plates A 2 & 3, port side, scored.
- Plate A 2 starboard side, scored.
- " A 3 " " indented and scored.
- " B 3 " " badly scored.

After length of bulb plate of bilge keel port side badly buckled and after length of Shell T bar bent and fractured at fore end.

The middle length of bulb plate, on bilge keel slightly buckled. Riveting and caulking started in way of damage, but this was overhauled and made good before undocking.

It was recommended that plates A 2 & 3 port side and A 2 & 3, and B 3 on starboard side be renewed. Shoe plate removed, faired and refitted. After length of bulb plate on port bilge keel be renewed, also after length of shell T bar. Middle length of bulb plate to be faired in place.



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PORT OF

MACHINERY.

Propeller tips to be faired and dressed, Condenser
and sea cocks and valves to be opened up and examined and
cleaned.

We are, Dear Sirs,
Yours faithfully,

J. G. Cocks.
Wm Morrison

The Surveyors.
Newcastle.



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