

Sunderland

20th. January, 1903.

John Lawrence & Frank Cook.

The Owners examine the S.S. "Magenta" 1757 Tons Register, for the purpose of ascertaining the amount of damage stated to have been caused by striking against the dock wall in consequence of the breaking of a two and a half inch steel wire hawser when about to proceed to sea from South Dock, Sunderland 18th. January, 1903. For particulars see Log Book.

Found, when the vessel was lying afloat in South Dock, Sunderland, on 19th. January, the rudder, which is a built wrought iron rudder with single plate, very badly twisted over to port, the upper pinth of the rudder bent, top arm fractured, and a few rivets in the upper arm started and broken. On shipping the hand steering gear it was found that with some difficulty the rudder could be hoisted until the rudder quadrant was within six inches of the deck top on port side, and one inch on



starboard side.

Recommended, that a diver should be engaged to examine the stern frame and rudder gudgeons. (He reported that he could find no defects) and that the rudder should be unshipped for further examination; to do so it was found necessary to split off the tiller of quadrant which is of wrought iron.

On 21st January, when at Sunderland Docks found the rudder very badly twisted and slightly out of line at about the upper arm.

Recommended the rudder to be renewed except the centre plate which is recommended to be fixed and fitted to the new rudder.

Also, same date, attended on board the vessel and were present when the diver again examined the gudgeon and stern frame. (He reported that they were in good order.) A round spar would slightly less than the rudder pinches which are four and a quarter inches in diameter was slipped down through the gudgeons without difficulty & we are of opinion that the stern post is not bent.

Recommended the new rudder to be painted and shipped, the tiller to be renewed and fitted to quadrant, the hand steering gear and cover over same to be refitted, deck stuffing box and collar plate at lower part of rudder trunk to be refitted, the rods and chains of steam steering gear to be re-coupled up, the broken wire hawser to be renewed, and it is also recommended that the vessel be placed in Dry Dock for examination on her return from her present voyage.

(Sgd.) J. Lawrence

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Fee £5-5-0  
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