

of Montreal,

August 23rd. 1920.

William R. M. Aspinall,

the Owners, and Mr. Henry Black of Salvage Association attend on board the S. S. "MAHOA" of Duluth 4708 tons gross, while lying in drydock at Leeson Levis, P.Q., on August 2nd, 1920, and on subsequent dates in order to ascertain the nature and extent of the damage (1) alleged to have been sustained in collision with the Stone Pier at Montreal, when leaving the dock at Montreal, on June 19th, 1920. (2) Also by heavy weather see Masters protest.

For further particulars see log books.

The undersigned found damage as follows and made the following recommendations:

Damage by collision with Stone Pier at Montreal.

Vessels side set in on starboard side in way of side bunker.

FOUND.

Shell plates E9, F9, & 10 G9, badly set in.

Shell plate D6, set in on top edge and E9, & 10 set in on lower edge.

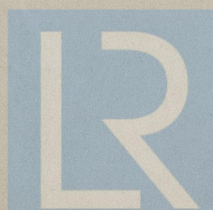
Nine channel frames badly set in.

RECOMMENDED.

These 4 plates be removed faired and refitted.

These three plates be faired in place.

Six of these frames be cropped and lower part



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removed, faired, & refitted and the remaining three frames be heated and faired in place. The joints of these frames where cropped be electric welded and fitted with channel back straps. Flanged web plate attached to one of these frames to be removed, faired & refitted.

Bunker bulkhead plate buckled.

This plate be cropped and part renewed.

Upper and lower side stringers consisting of a face bar and flanged intercostal plates set in, in way of these nine frames.

These two stringers be removed, faired & refitted.

Lower deck stringer plate badly buckled.

This plate be cropped and part renewed and new shell lag and part new tie back bar be fitted to same.

6 lower deck beams badly buckled.

These beams be cropped & part renewed.

About 85 tons of coal in way of this damage.

This coal be removed in order to effect repairs.

It was further recommended that a sea cock attached to the damaged plating cement checks on lower deck, bilge ceiling and cement checks on bilge ceiling and pipe casings in bunker which it was found necessary to disturb or remove be afterwards replaced or made good, that all new or disturbed work be coated and bilges be cemented as before.

Damage by heavy weather.

FOUND. A quantity of rivetting in fore foot (about 300 rivets) sprung and leaking.

These rivets be renewed and caulking of keel in way be made good a few bales of cargo be removed to get access to tank manhole lid, to effect this repair. ~~work~~ in tank in way of rivets to replace.

Renew.

Port bilge keel, fore end of forward length drawn between the rivetting & rivets slack.

This length of bilge keel be removed faired, refitted.

The above recommendations were made by the undersigned with a view to placing the vessel in as good condition as prior to the alleged casualties.



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