

October 20th. 1919.

G.A. Dryden Toyne

The Ministry of shipping survey the german surrendered steamer "JERRY" afloat on August 18th. 1919 and subsequent dates and also in Hill's Dry Dock on October 1st. 1919.

ON EXAMINATION FOUND.

Forecastle. Port brake on windlass defective, casing of steam pipe wasted.

Fore Deck-Star Side. Deck indented in three places, bulwark stanchions both sides slightly set in, 1 winch steam pipe split.

Bridge Deck. Fidley casing top rust bound and rivets sheared.

After Deck. Several bulwark stanchions bent.

Poop Deck. Steam pipe casings broken.

Hatches. The fore and after had been repaired by bolting strenghtening pieces. A number of hatch covers broken.

Holds Nos 1 & 2. No spar ceiling and most of iron chats broken. Ceiling over tank tops and bilges in poor condition and spirkitting broken in several places. Fore mast wasted below deck. Panting stringers, face angles and gussets bent,



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several web frame angles buckled and torn at bottom. some of the limbers were lifted and bilges found full of water, on pumping out it was found that the water again filled them. The tanks were accordingly pressed up and numerous tank side brackets angles were found leaking and tank margin split in several places. Double bottom was not opened for examination.

Boiler Room Tank. Top cleaned, examined and found in good condition.

Upper Bunkers examined and main deck between bunker hatches found wasted and in holes. Pocket bunker casing in way of boiler stays wasted, casing at base of coal shoot both sides holed, and rest bar of coal shoot hatch wasted away. The lower bunkers were filled with coal.

After Hold. Ceiling in fair condition (no spar ceiling). Several angles on web frames buckled and 2 web stanchions. Tank in after hold tested, several tank side brackets leaking and tank margin split.

After Peak Tank. Some frame and shell rivets p. side and bulkhead on P. side leaking in way of stringers. The main mast was found wasted below the deck and in way of a doubler that had been fitted.

Deck in way of Steering Engine recess leaking through rivets and holding down bolts of Dynamo.

The steel work in all holds was rusty and devoid of paint.

Electric Lighting. Wiring defective.

The Managers having obtained special permission for the vessel to be dry-docked, the bottom and rudder were examined found in order and coated. The cables were lowered in dock as they were twisted, released, turns taken out and replaced.



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The following recommendations were made in order to place the vessel in a fit condition to run for six months.

Windlass to be overhauled and port brake renewed.

Hatch covers to be repaired and part renewed.

1 Winch steam pipe to be repaired.

Rigging to be set up and broken rigging screws to be renewed.

Deck in way of steering engine recess, slack rivets to be renewed, holding down bolts of dynamo and steam steering gear to be rejointed.

Four brackets on deck to be fitted to main mast.

Tanks. No. 1 Star Side two web frames lugs and gusset plates to be cut off, faired and replaced. 2 doublers on tank margin 7' x 2 to be fitted.. 8 tank side lugs to be renewed, 6 lugs to be re-riveted. Rivets in 24 lugs attaching floors to margin to be renewed.

Port Side. 4 tank side lugs to be renewed. rivets in 13 lugs to be renewed. Rivets in 4 web frame gussets to be renewed. Rivets in 22 lugs connecting floors to tank margins to be renewed.

No. 2 Tank, Star Side. 3 doublers 7' x 2' 2 doublers, 3' 6" x 2' to be fitted to tank margin. 34 tank side lugs to be renewed. 8 lugs connecting floors to margins to be re-riveted. 2 web frame gussets to be re-riveted.

Port Side. 2 doublers 7' x 2' to be fitted to tank margins. 15 lugs to be renewed. 6 lugs connecting floors to margin to be re-riveted. 2 web frame gussets to be renewed.

No. 5 Tank 8 lugs to be renewed and top rivets in 8 lugs to be renewed. Rivets in 18 lugs connecting floors to margins to be renewed. 2 web frame gussets plates to be re-riveted, 2 doublers 2' 6" x 2' 2' 6" 3" to be fitted to tank margin



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8 defective rivets in tank top to be renewed.

Star side. 1 doubler 2'. 6" x 2' . 6" to be fitted to tank margin. 8 lugs to be renewed and 6 to be re-riveted. 16 lugs connecting floors to margins to be re-riveted. 4 web frame gussets to be renewed. 6 slack rivets on tank top to be renewed.

Ceiling and sparkitting to be repaired.

The Managers had spar ceiling fitted in case general cargo was carried.

After Peak Bulkhead. Doublers to be fitted port side. Cement box in way of leaking frame and shell rivets to be fitted.

Bunkers. Main Deck between Bunkers hatches to be repaired. Hatch rest bar to be renewed. Coal shoot casing to be repaired. Casing in pocket bunkers to be repaired by bolted doublers.

Electric Lighting to be overhauled and wiring repaired.

Equipment. 3 Bowers, stream and kidge anchors in order.

To comply with the Board of Trade regulations extra accommodation had to be found, this necessitated the wheel house being turned into berths. The steering wheel had to be led to top of old wheel house, and a flying bridge was fitted and telegraphs and compass fitted. Two new lifeboats to take extra crew were supplied and Life-Saving appliances. Accommodation, ventilation etc., were made to comply with the Board of Trade regulations.

The Survey Reports and Inventory aboard the vessel were examined and copies of the translation are attached.

In my opinion as far as can be judged from the inspection of the parts of the vessel examined, this vessel appears to be in fit condition to run for a period of six months.

*G. A. Dryden Taylor*

Surveyor to Lloyd's Register of shipping.



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