

Belfast
June 29th 1895

James Curpin

the Owners, the Antwerp Iron
Ore Co., survey the screw steamer
"Glenam" of Belfast, 257 tons
Register, E. Dwyer Master, in order
to ascertain the extent of damage
stated to have been sustained on the
30th Jan^y 1895, through grounding in
the new channel in Belfast Lough,
and, in backing off, running her
stern against the opposite bank and
grounding there, after leaving Belfast
harbour on a voyage to Leith.

Also through colliding with the
steamers "W. E. Foster" and "Princess Mary",
in the river Tyne on the 4th February,
damaging her own stern and bow
considerably, and jamming her steering
gear, while on a voyage from Newcastle
to the river Tyne.

For further particulars as to the
cause

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of damage see Log Book and Protest.

On examining the vessel in the Alexandria graving dock in this port on the 25th April and subsequently, found the stem bent one inch over to Starboard and slightly bent aft, between the ten feet water line and the gunwale, the three foremost plates next above the ten feet water line crippled just abaft the stem; the first plate in the sheer strake bent considerably in two spaces about eight and ten feet abaft the stem, and the upper edge of the strake below slightly bent; also found the lower part of the rudder bent over to Starboard and the head damaged.

Recommended that the whole of the rivets be removed from the stem, from the ten feet line upwards, and the stem heated and faired in place; that the three crippled bow plates be taken off, faired, and refitted, and the indented sheer strake plate heated and faired in place; that the rivets in the indented landing be driven out the landing faired and riveted, and the rudder unstiffened for further

... in this being done



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tested, a flaw was found in the frame just above the second pintle, the pintles out of line fore and aft and athwartships, and the head badly scored in way of stuffing box and quadrant.

It was then recommended that a new rudder frame and pintles be supplied, and the same rudder plate faired and refitted; that the steering gear be overhauled and put in good order; the fore end of the forecastle deck recaulked, the fore peak tank tested, the disturbed fittings replaced, and the rudder and disturbed work painted, so as to place the vessel in as good condition as she was in before the damage occurred.

The above recommendations made by me have been carried out.

Fee £ 3.10.0

Less 10% - 7-0

3.3.0



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