



Lloyd's Register of British & Foreign Shipping,

LLOYDS REGISTER
LONDON
REC'D 30 JAN 1913
ANB

71, Fenchurch Street, London, E.C.

30th January, 1913.

Please address
further communications
on this subject to
THE SECRETARY
and quote the following
initial.

M.

Sir,

I beg to inform you that on the 29th instant I proceeded from Cardiff to Barry in company with Mr. Hand, the Society's Principal Surveyor at Cardiff.

While in the Barry Office we received a visit from Mr. Dodd, the representative for the Owners of the S.S. "CORNWALL" and Mr. Rennie Smith, of Liverpool, who were accompanied by Mr. Henderson, the representative for an intending purchaser of the vessel. Mr. Dodd requested us to make an examination of the sternframe, the vessel being in the Barry Graving dock.

The intending purchaser Mr. Clerici joined us at the vessel.

We had already seen this stern frame on the previous day at the request of the Society's local Surveyors.

We found the sole piece of the stern frame eaten into at the centre part of its upper surface where the tips of the propeller blades pass. This appeared to be due to galvanic action, the propeller blades being of Stone's Bronze. A steel plate shoe had been fitted to the sole piece at some

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previous time, apparently with a view to prevent further deterioration.

Mr. Dodd informed us that this wasting occurred when the vessel was engaged in transport service during the South African War and was laid up for some time at the Cape. When it was observed, a steel shoe was fitted to the sole piece, and he states that the present condition of the sole piece, which has been under his observation ever since, is the same as when the shoe was first fitted, which he gives as about nine years ago.

In our opinion the wasting in the sole piece was not of such a character as to necessitate the taking out of the stern frame. It was suggested by the Owners' representative that the wasted part be cleaned out and filled up with iron by means of the oxy-acetylene process, but we informed him that while we were willing to approve of this being done, it could only be considered as a temporary repair, and would require to be examined at subsequent dry dockings. The same would also apply to electric welding. Mr. Dodd stated that this would not do, as the Owners would not agree to having any mark against the vessel.

In these circumstances, it was recommended by us



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that a new steel plate shoe $\frac{3}{4}$ " thick be fitted as a permanent repair, the wasted part of the sole piece be filled in and the shoe set in red lead to keep water from getting under the same. The shoe to be of the same length as that previously fitted and be attached to the stern frame by tapped rivets.

Mr. Hand concurred in the recommendations.

The intending purchaser and his agent took exception to our recommendation, and stated that they would complain to the Committee regarding the same.

I am, Sir,

Your obedient Servant,

C. F. Whiting.

The Secretary,

LONDON.

P.S. I would respectfully suggest that Mr. Hand be requested to give this ship his attention.

C.F.



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that a new steel plate shoe $\frac{3}{8}$ " thick be fitted as a permanent repair, the wasted part of the sole piece be filled in and the shoe set in red lead to keep water from getting under the same. The shoe to be of the same length as that previously fitted and be attached to the stern frame by tapped rivets. Mr. Hand concurred in the recommendations. The intending purchaser and his agent took exception to our recommendation, and stated that they would complain to the Committee regarding the same.

I am, Sir,

Your obedient servant,

C. Handing

The Secretary,

LONDON.

P.S. I would respectfully suggest that Mr. Hand be requested to give this ship his attention.

Referred to the Chief Ship Surveyor,

C.H.
JAN 30 1913
Referred to Mr. Handing
To Mr. C. Handing
31.1.13



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