

TONNAGE:-  
NET 42  
GROSS

Blythwood

Cardiff

August 14<sup>th</sup> 1901

W. H. Hamilton A. H. Ashton

The Council examine the  
S. "Blythwood" of number 40 42  
in the Register Book in order to  
ascertain the nature and extent of  
damage stated to have been  
sustained through collision with  
the S. "Esmeralda" while off  
Cardiff on 24<sup>th</sup> 1901

For full particulars see Log Books  
nos. 190 and subsequent  
dates used then have in the  
Commercial Log Book Cardiff in  
examination found the stem  
broken and twisted from about  
the twelve feet water line upwards  
and the following shell plate broken  
and destroyed in the port bow  
the three plates forming the line  
using three plates in upper strake  
of fore-castle plating, two plates in  
lower strake of fore-castle plating

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(\*)

The stem plate on sheer stroke,  
 and the stem plate on stroke below  
 sheer, stem plate on second stroke  
 below sheer indented, seven frames  
 on way of same found broken,  
 two side light cases and frame  
 broken and the port hawse pipe  
 broken the forecastle deck crushed and  
 started, forecastle sterner and  
 broken, the around stem and two  
 deck broken, fittings and water-  
 way planks in forecastle crushed and  
 started waterways in main deck  
 started, two anchor davits broken  
 and one socket for same broken,  
 stock of port lower anchor broken,  
 one length of cable strained and  
 hooks bent windlass strained and  
 shaft of same bent; on the  
 starboard bow found the following  
 shell plates broken and destroyed  
 viz. stem plate of two rising,  
 two plates on upper stroke of  
 forecastle plating, one plate on  
 lower ~~two~~ of forecastle plating  
 and the stem plate on sheer stroke,  
 one davit on starboard side bent,  
 fittings and timbers in forecastle  
 broken and disturbed.  
 Internally in way of



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(3)

Armoured shell plate the following  
and lining having been removed  
found on the first two four angle  
iron fore-castle beams broken, forward  
stringer plate on main deck buckled  
and the second and third  
stringer plates broken, five angle  
iron bars on same broken, one  
length of gunwale bar broken about  
thirty feet of shell moulding destroyed.  
On the starboard side found the  
first frame broken, two angle iron  
bars on main stringer broken and  
the last iron scroll work on either  
bow broken.

Recommended that the stem  
be cut at the nine foot mark  
and a new length be fitted  
with an efficient scarf that  
the following shell plates on  
the port bow be removed viz:

three plates forming the bow ceiling  
three plates on upper strake of  
fore-castle plating, two plates on  
lower strake of fore-castle plating  
stem plate on sheer strake, stem  
plate on strake below sheer, that  
the stem plate on second strake  
below sheer be removed, furnished,  
faced and replaced, that the



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Port belonging to London

(4)

The same broken frames be set  
new timbers jitted and same  
repaired with reverse bar or bar iron  
that two side light staves and  
frames be renewed, that the  
port house pipe be renewed,  
that the fore-castle deck plank  
be renewed where damaged and  
that the whole of the deck be  
re-caulked, that all jetties cheeks  
be re-fastened and efficiently  
secured, that the waterways on  
main deck be renewed, that  
the two broken bars be welded  
replaced and a new socket fitted  
that the stock of port bow  
anchor be renewed and a new  
length of fifteen fathoms of  
chain cable be supplied, that  
the windlass be overhauled and  
shaft for same strengthened.

On the starboard side recommend  
that the following shell plates  
be renewed, viz: stem plate of  
bow rising, two plates in upper  
strake of fore-castle plating, one  
plate in lower strake of fore-castle  
plating and the stem plate in  
stern strake, that the broken  
frame be cut and a new frame



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Character assigned

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6th Survey 25, 95



UNDER DEK. 9  
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(5) of Board of Directors  
length fitted secured with a reverse  
bar, that the butt end be headed  
and paired, that the four beams  
be cut new knees fitted and  
secured with efficient bottom pieces  
that the foremost strainer plate  
on the port side be paired in  
place that the second and third  
strainer plates be renewed that  
the five angle iron legs be renewed  
that two lengths of deck bars be  
renewed, that one length of swell  
bar be renewed and that the  
damaged moulding be renewed  
that the two broken angle iron  
bars on Starboard side be renewed  
and that the cast iron scroll work  
be renewed that the carth. fittings  
so in possible found damaged be  
renewed and that the whole of  
the repaired and new work be  
painted.

J. H. Cartton  
Order of the Committee

To £220



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