

COPY.

DUBLIN

14th. March 1914.

A number (about 16) of

JOHN MACWILLIAM

the Owners Representative on the 23rd. February and subsequent dates, examine the S.S. "BRAY HEAD" 3077 Tons, Gross

to have been received on the 9th. March 1913, when entering Princes Dock, Glasgow: also at St. John N.B, on the 22nd. December 1913, by the vessel Grounding when going alongside Wharf, necessitating hard and continued astern running of the Engines, for the purpose of refloating the vessel.

For further particulars, see Ship and Engineer's Log Books.

The Vessel being placed in the Graving Dock here, the examination showed Damage to the Hull, Rudder, Equipment and Machinery of the vessel as undernoted.

DAMAGE

RECOMMENDATIONS

GROUNDING DAMAGE

Rudder frame found fractured in several places.

Rudder to renew.

Gudgeons to bore out true to



Lloyd's Register Foundation

DAMAGE

RECOMMENDATIONS

Bottom plating forward, in way of Fore Peak and No. 1 Ballast Tank, found set up in several places.

A number (about 15) of lower Butt laps of lower side plating on bottom sides of the vessel found started and leaking.

PORT SIDE.

In "H" Strake, in way of boiler, one plate badly buckled and frames in way, damaged.

A Plate in "C" Strake, buckled.

Bilge keels bent and in several places cracked.

Fore Peak Bulkhead plating buckled and stiffeners started.

fit the pintles of new rudder.

For access, remove the Chain All upset plating to be cut free, cables and their wood lockers, let down and faired in place and reriveted.

replace any broken Cement made good. work as before.

Defective rivets to be cut out and renewed and to get efficient caulking, some of these butts to be welded at their broken holes.

checks, etc, and damaged plating to be repaired by shaped doubling plates fitted over top and sides.

Remove any broken and joggled Damaged plate to renew.

Frames to be repaired with part new lengths, reverse bars and approved butts.

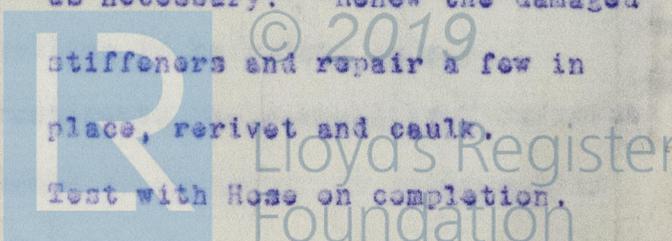
Remove the top ties and replace as before, or renew if defective. adjacent rivetting and inside

To be repaired by local intercostal doubling and Sea Cock refitted.

Fair in place and strengthen with double straps as necessary.

Cut out damaged plating and renew as necessary. Renew the damaged stiffeners and repair a few in place, rivet and caulk.

Test with Hose on completion.



DAMAGE

RECOMMENDATIONS

No. 1. BALLAST TANK

Water testing revealed damage to margin plates, to the extent of about Twenty-four Feet, On the Starboard Side, plating being cracked and rivetting started.

For access, remove the Chain cables and their wood lockers, Repair by shaped doubling and replace on completion of plates as on No. 1. Tank, repairs: replace any broken about twelve Feet, fore and wood work as before.

All ceiling to be removed from Tank Tops and limbers, cement chocks, etc, and damaged plating to be repaired by shaped doubling plates fitted over top and sides. Margin angles removed and joggled to fit over these doubling plates. Bracket plates cut to admit same. Remove the top ties and replace as before, or renew if defective. Adjacent rivetting and inside rivets, made good, and Tank re-tested on completion.

No. 1. HOLD.

3 Hold stanchions bent and top and bottom fastenings, broken.

Remove, fair and refit.



DAMAGE

RECOMMENDATIONS

No. 2. HOLD.

Water test showed Margin plates of No. 2. Ballast Tank, cracked and leaking.

...to be replaced.
Repair by shaped doubling
...plates as on No. 1. Tank,
...about Twelve Feet, fore and
Aft.

Engine & Boiler Space.

Inside of No. 3. Ballast Tank, several Transverse Floors and intercostals, found buckled.

To avoid removal of Bottom shell plating, a sufficient number of plate doublings (in breadth to suit man-doors) to be fitted on both sides of the damaged plates, with vertical stiffeners as necessary, and all through rivetted.

STARBOARD QUARTER.

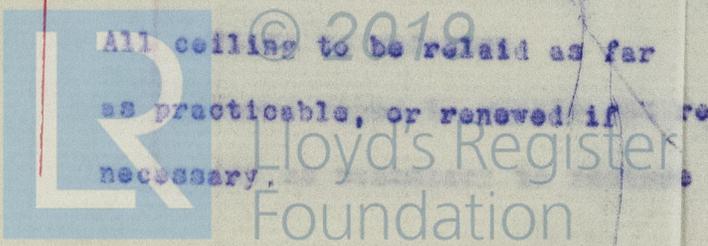
In AFTER HOLD.

No. 4. Ballast Tank

Tank Margin plates on both Port and Starboard Sides, badly damaged by cracks, and leaking under test.

About Sixty-four Feet of doubling plates to be fitted on Port Side, and Forty-Four on Starboard Side, all as described for Repairs of No. 1, Tank. All above repaired Tanks to be re-tested as per Rules and cement made good.

All ceiling as far as practicable, or renewed if necessary.



DAMAGE.

RECOMMENDATIONS.

Brain piping removed for access,
to be replaced.

Sounding pipes refitted: plates
under same to be refitted.

GLASGOW HULL DAMAGE

PORE BOW.

A Plate in Second Strake,
below sheer, badly indented.

Remove, fair and replace.

4 adjacent plates indented.

Indented plates to cut free and
fair in place.

Fair Frames in way as necessary.

STARBOARD QUARTER.

1 Plate badly damaged.

To renew.

4 Plates badly indented.

To cut free, fair in place and
rerivet.

1 Frame, Broken.

Renew to a sufficient extent.

Laps as per Rule.

Forecastle Deck plank, started
and leaking.

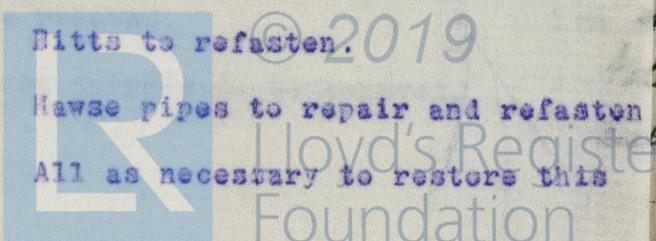
Deck plank to be relaid where
damaged and renewed as necessary
and all re-caulked and payed.

Mawse pipes started.

Bits to refasten.

Mawse pipes to repair and refasten

All as necessary to restore this



DAMAGE

RECOMMENDATIONS.

No. 1 & 2. Pistons strained
at Grounding
M A C H I N E R Y.

Main Boilers opened up,
scoured and examined.

St. JOHN N.B. GROUNDING DAMAGE.

to be overhauled and restored
to good working order.

Condenser Tubes drawn. (320),
and found damaged.

320 Tubes to renew and
Condenser to test.

M A C H I N E R Y.

Sea cocks, inlets and piping,
more or less choked with silt.

All sea cocks to open and put
in order, also piping.

Two (Bronze) propeller blades
bent and their edges damaged.

Air and Circulating Pumps to
examine.

Log Book Entries show Engines,
shafting, etc, have been
subjected to abnormal shocks
and stresses. Examination
shows H.P. Valve, badly scored,
L.P. Piston and Rod to have been
strained and piston is now
somewhat in a canted position
in cylinder, thereby showing
a slight bend in its piston rod.

Engines to be fully opened up,
also all shafting bearings,
exposed and examined.

All Holding down bolts to be
overhauled and renewed if
necessary.

Piston to be removed from
cylinder, and if found scored,
a new piston rod to be fitted.

Packing ring to be renewed and
its springs adjusted, or
renewed as necessary.

H.P. Slide Valve to be renewed.

The Cylinder (removable) face

to be renewed.

Nuts on spindle to be renewed.



© 2019
Lloyd's Register
Foundation

DAMAGE.

RECOMMENDATIONS.

Nos. 1 & 2. Winches strained
at Grounding.

Main Boilers opened up,
scaled and examined.
To be overhauled and restored
to good working order.

MACHINERY.

GLASGOW DAMAGE

Two (Bronze) propeller blades
bent and their edges damaged.

Two blades to renew.

*Blades
Glasgow 2/3/1914*

STEM.

Steam Windlass cylinders, badly
damaged. Spur wheels damaged,
teeth broken and shaft bent.

Cylinders to renew including
their pistons, piston rods,
slide valves and spindles.

Crank shaft bent and pinion
broken.

Second motion spur wheel to
renew: its damaged shaft to
renew.

Crank shaft to be renewed and
first motion pinion renewed.

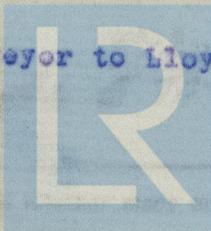
*Fitted on board
55 Porting Head 7/3/14*

Tail shaft damaged by loose
pin.

Tail shaft to renew.

All as necessary to restore the
Machinery of this vessel to as
good condition as before damage.

Surveyor to Lloyds Register,



© 2019

Lloyd's Register
Foundation

DV139A-0189(818)

Expenses