

348 Argyle Street. Glasgow.

4 February 1897

Samuel J. P. Heale and S. J. Dodd

No builders of the vessel, Mess:

D & M. Henderson & Co., make an examination
of the Fairie Queen first steamer Nakoda Maru
in order to ascertain the extent of damage which
was sustained by that vessel whilst striking
the ground at the junction of the London and
Glasgow Iron Shipbuilding & Engineering Company,
at Govan when being launched on the
21st December 1896.

Upon making an examination of the vessel
when in the Henderson's Dry Dock. Particular
on 6th January 1897 found on the port side
at the after part of the bottom three plates
in 3 strakes gashed and indicated. Upon
lifting the ceiling on the inside of vessel and
examining the interior of a white-bottom tank
found the cement broken in any of the sides.
Under and the copper plates were bent.

Upon making an examination of the
materials employed in the vessel in
the ship's office when it was

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Lloyd's Register
Foundation

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of iron, believed the former portion length
of two and a quarter inches considered last
chain cables broken, the second forming a
part of eight fifteen fathoms lengths of
chain cable well in striking the wood,
a ninety fathom length of three and a half
inch steel piping however together with an
empty barrel and
light weight manilla sprays broken.

Further found two pitch pine timber clamps
broken; also two bolts damaged, the same
^{the bullocks of the wood} D. W. Henderson & Co., made an examination
being alleged to be due to my own account
to the long term steel steamer Hakata Maru
in floating the wood
in order to ascertain the extent of damage which
was sustained by the wood through the
steel grooved and indented sheet plates being
taken off and removed by the bullock and
to王者 place (further to written evidence)
removed, the bottom tank tested with water
pressure and the ceiling replaced.
21st December 1896

Upon making a examination
further, that the two broken lengths of
chain cable be repaired, and the eight
lengths be restored; the broken steel wire
at the after part of the bottom tank
lashed and the manilla sprays be renewed,
the bulkhead clamps be restored, the damaged
clamps the ceiling on the wood of the port
holes be repaired and the same be
examined the interior of the bottom tank
to bottom be made fast in order to place
and the cement broken in
the wood in the same condition as before
placed and the manilla sprays be
damaged was sustained.

On making an examination of the
damaged wood
by Messrs. W. W. Henderson
the ship was
partly destroyed and partly damaged in

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from broken two fifteen fathoms long the
counterpart will be equivalent with
the "Hercules Marie" after the accident.
Part of eight fathoms fathoms omitted.

Under cable road in deck of the vessel,
~~Less 10% Cast~~ ~~2000~~ fathoms long at P. T. Clear
~~1000~~ fathoms long ~~1000~~ fathoms long
~~£ 10 18 -~~ ~~£ 10 18 -~~ fathoms long ~~1000~~ fathoms long
~~1000~~ fathoms long ~~1000~~ fathoms long

Further found two hatch covers damaged
broken, also two boats damaged, the same
was alleged to be due to improper handling
in loading the vessel.

The underwriter recommended that the
vessel proceed and continue over roads not
taken off until repaired, the Port and ton
to manning plots to furnish the written advice
renewed, the ballast tank to be thoroughly
desirous and the deck reinforced.

Further, that the two broken fathoms of
chain cable be repaired, and the eight
feet be restored, the cables that were
broken and the manilla wire be renewed,
the sudden clamps be renewed, the damaged
boats be repaired and the tanks be sent
to bottom be made good in order to close
the void in the same condition as when the
damage was sustained.

Attained hereto as witness
for the ² 10th day of December 1873
Year dictated and lastly signed by