

Glasgow

5th April 1897.

James Lewis Tennent

Incess & Napier Shanks & Bell the
Builders, this day examining shells lying open
in the Cesspool Door, Glasgow the new Sewer
S.V. Kawacha Marine of Yokohama, 1899, two
Messrs register and J. L. Thompson Master, in
order to ascertain the extent of damage stated
to have been caused by wood between the funnel
and its case getting on fire on the 1st inst
while the vessel was off Boreoch and proceeding
on a Steam trial.

Upon examination found on
Shells that the Shell top of funnel had casing
cracked, particularly near funnel and the
caulking of the cornice and of the wood deck
adjoining same cracked, the painting of the 26
ft Steel life boat on Starboard side much blistered,
the painting of steel casing round funnel had
blistered and the riveting and caulking of same
at parts cracked as well as the riveting & caulking
of casing between barge and Shells deck, the

Shield skylight fast entirely on port side started
by the test, the painting of steel casing round
funnel hatch between base and upper deck
much blacked, and a few rods and parts of
casing of casing started, also the caulking of
seams of wood deck adjoining casing started,
the painting on top plates on inside of casing
much blacked and the painting on outside of
coal bunkers on each side of vessel much
blackened, observing that the coating of all
the blacked parts, or near same was much
discoloured.

The ten assigned recommended
that, the top casing plate on each side, ^{of funnel hatch side} be cut and
removed, ten feet three inches long by four feet three
inches wide by six 20th steel (10-3 = 10-3 x 420), and
that the remaining parts of top of casing of funnel
hatch be made fair again, and the plating at fore
end of this casing and the angle bar on top be
removed and after removal of funnel, to be
replaced, to test reaching & caulking of casing
& make good same as required; the removal of
top plating of funnel hatch necessitates the removal
of four mushroom ventilators, three on the stem
pipes, steam whistle pipe, the rest of casing from
to top of casing, the two fore & aft and transverse
curbings supporting top of casing, four awning
blanchons and scotches, two eye plates, twelve
stays to funnel must be disconnected and
after

afterwards all replaced, the beam on each side of
the door for a bent thirty feet in length be
renewed; the 26ft steel lifeboat be repaired
and repainted; the beam casing of casing and on
portside be removed to admit of ^{beam of steel} the door being
renewed as recommended by twenty feet casing
between bridge & the door to be renewed & making
something and make good same as required; to
make underneath the point of the door to be renewed
for about 20ft in length on each side, to put in
additional fastenings to connect coming to bar &
afterwards to put in moulding to coming on each
side; the electric lighting wire in one tube on
portside under shade to be looked; the
casing between bridge & upper door for about
twenty feet in length on each side to be looked
& cracking and something to be looked and make
good as required & afterwards repainted; the
renewed beam of upper door, next to sides of the
funnel casing and the beams on centre line
aloft the casing; the baffle plates on inside of
casing be sealed and recoated; the coal bunk
plating on each side of access be cleaned
recoated where coating is damaged, and the
the plate of the funnel hatch casing on inside
be properly sealed and recoated, so as to
place the vessel in the same good and efficient
condition as she was in before the damage
occurred.

Dec 22. 2. 0

Left 10% Disburse