

GREENOCK.

6th MAY, 1908.

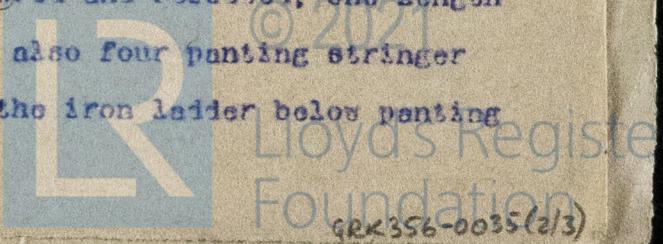
Edward J. Tierney and Robert Elliott.

Mr. G. E. Taylor, on behalf of the owners, surveyed the Iron S.S. "COUSINS ARBIB", of London, 2163 tons gross register on the 7th April, 1908, while in the Fort-Glasgow dry dock, and subsequently, for the purpose of ascertaining the damage, stated to have been caused through collision with the S.S. "VESTA", of Flensburg, in the River Clyde on the 2nd April, 1908, during a voyage from Glasgow to Cardiff, in ballast trim. For further particulars see Log Books.

On examination, the undersigned, found the stem bar (11 two lengths) severely twisted and bent to both starboard and port sides; the following shell plates at stem viz. the first and second in A strake, the first in B strake, the first and second in C strake, the first in D strake, the first in E strake, the first and second in F strake, on the port side, and the first in A strake, the first in B strake, the first and second in C strake, the first in D strake, the first in E strake, the first and second in F strake, and the second in G strake, on the starboard side, broken and destroyed; the first in G strake, the second in H strake, on the port side, and the first in G strake, on the starboard side, indented in places; the first in H strake, on the port side, and the first and second in H strake on the starboard side, slightly indented; four frames and <sup>three</sup> ~~four~~ reverse frames on the port side, and five frames and <sup>four</sup> ~~five~~ reverse frames, on the starboard side, broken; the five forward deep floors broken, and damaged; two lower deck beams and breast hook, broken; one length of lower deck stringer plate, each side, bent, and the lower deck

stringer angle, on each side, damaged at fore end; four lower deck shell chock angles, on each side, broken; two lengths of angle bar, forming port side keelson, broken, also the breast hook at its forward end; two panting beams broken; one length of panting beam stringer plate on port side, broken, and one length on starboard side buckled; one length of panting beam stringer angle, on each side, broken and damaged, also four panting shell chocks, on each side; the iron ladder below panting beams destroyed, and the ladder above panting beams bent.

Recommended the lower length of stem bar to be removed, a new scarp cut about the eighteen foot watermark, and a new length about thirty four feet long to be fitted; the following shell plates viz. the first and second in A strake, the first in B strake, the first and second in C strake, ~~and~~ the first in D strake, the first in E strake, the first and second in F strake, on the port side, and the first in A strake, the first in B strake, the first and second in C strake, the first in D strake, the first in E strake, the first and second in F strake, and the second in G strake, on the starboard side, to be renewed - in all eighteen plates. The first in G strake, the second in H strake, on the port side, and the first in G strake, on the starboard side, to be removed, faired and replaced; the first in H strake, on the port side, and the first and second in H strake, on the starboard side, to be faired in place; four frames and three reverse frames, on the port side, and five frames and four reverse frames, on the starboard side be renewed to suitable butts, the total length of frames renewed being about one hundred and forty-one feet, and the total length of reverse frames being about eighty-eight feet; the five forward deep floors be renewed; two lower deck beams and breast hook be renewed; one length of lower deck stringer plate, on each side, be removed, faired and replaced, and ten feet of stringer angle, on each side, be renewed; four lower deck shell chock angles, on each side, be renewed; two length of angle bar, forming the port side keelson, and the breasthook at its forward end, be renewed; two panting beams to be renewed; one length of panting beam stringer plate, on port side, be renewed; and one length, on starboard side, be removed faired and refitted; one length of panting stringer angle, on each side, also four panting stringer shell chocks, on each side, be renewed; the iron ladder below panting



beams be renewed, and the ladder above panting beams be removed, repaired and refitted; the cement be renewed, where disturbed- all so as to place the vessel in the same good condition as she was in previous to receiving the aforementioned damage.

*E. J. Tierney* R. Elliott  
Surveyors to Lloyd's Register.

Fee £6-6-0  
Less £ 13-0  
£5-13-0



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