

"Ashburne"

Lloyd's Register of British
and Foreign Shipping.

G

Bristol 29th May 1880

The Secretary
Lloyd's Register of Shipping
Sir

In compliance with the instructions contained in your letter of the 22nd inst, in which I am requested to forward for the information of the Committee a sketch illustrating the damage sustained by the iron S.S. "Ashburne". 1613 tons - of Sunderland. No 13 in Suppl^{mt}, when on her last voyage from this Port to Baltimore; also to describe the repairs effected on the vessel at the latter Port:

I beg respectfully to forward the inclosed tracing showing by Fig 1 a profile view of the Starboard bow and by Fig 2 a part plan of the main upper deck at the same part of the vessel.

From Fig 1 it will be seen that six plates were broken: viz two in upper deck sheerstrake and two in each of the two strakes of fore-castle plating above. The broken plates were taken off and left at Baltimore so that I have not had an opportunity of seeing them; but they were described to me by the Master as having been "stone in and broken". The sheerstrake plates and those in strake above which

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were.

renewed at Baltimore have been taken off here, fained and replaced; but the two uppermost plates were found to be not wide enough, having been only partially secured on the passage home. They have now been replaced with new ones here.

The broken frames are also shown by Fig 1. and with reference to these I beg to state that Nos 1 to 4 inclusive were completely broken off, each at one place, as shown: Nos 5. 6. 7. and 8 were broken similarly to 1. 2. 3 and 4; but, in addition, the transverse flanges of the angle irons were broken at the top of upper deck stringer angle irons, and No 5 was further broken nearly through at midway between upper and main decks. Frames No 9 10 and 11 were cracked in the transverse flanges, 9 and 10 considerably and 11 slightly.

The only repairs effected on these broken frames at Baltimore consisted in pieces of frame angle iron being placed at the backs of Nos 5. 6. 7 and 8, extending from upper to fore-castle decks, fastened to the plating with rivets and to the broken frames with nut and screw bolts; thus covering only one of the fractures in each of these frames.

The angle iron around edge of fore-castle deck plating was broken at several places; eleven of the fore-castle deck beam arms were left unsecured throughout the homeward passage, four of them being broken.

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J.C. J

Facing B.M.

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note -

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broken.

Fig 2 shows the positions at which the upper deck stringer was cut through at Baltimore, the same being adjacent to the sheerstrake butts.

Upon the sketch is further indicated the amount of upper deck plating which was unriveted at that port and left in that condition until I saw the vessel.

The sketch also shows the angle iron beams to upper deck whose flanges were broken or crippled in undoing the riveting at Baltimore.

My report of Survey No 3921. describes the repairs effected upon the vessel at this Port and completed at Cardiff.

With reference to this case I respectfully beg to offer the following observations:—

- (1) The blow of the sea appears to have been both sudden and violent. The frames were not bent when I saw them, although they probably had been to some extent, but they were shattered as if by a powerful blow of momentary application. Indeed the master stated that the vessel, which

was steaming against a heavy head sea from the westward, was suddenly stopped and trembled all over.

The pieces of broken frame were left at Avonmouth and I have not yet had an opportunity for testing their tendency to brittleness or otherwise, but I propose doing so as soon as they reach Bristol.

- (2) The case of S.S. "Somerset" - 1240 tons, belonging to the Great Western Steamship Line of this Port., reported by me in February last, Report No 3894, is somewhat analogous to that of the "Aschburne" although the results were not so serious.

The "Somerset" has a very low anchor foreccastle about three feet above the upper deck, and the plating is not supported by frames above that deck. She was struck on the starboard bow by a heavy sea, when on her voyage to New York in January last, which broke three foreccastle or bulwark plates, one sheerstrake plate and four frames. The broken plates in this instance were not much bent, but were broken right through their thickness. The frames too were broken, although not much bent.

- (3) Had the "Somerset" been constructed with a higher foreccastle, like that of the "Aschburne", the damage would in all probability have more nearly approximated to that in the latter vessel.

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But that such damage should have been
inflicted at all upon the "Souleset" by the blow
of a sea, points, in my opinion, rather to the
violence of Atlantic seas in winter and to the
extra strains brought upon steamers engaged
in the American trade at that time of the
year, than to any special weakness in the
forecastle plating and frames of the "Ashburne".

I am.

Sir

Your obedient servant

J. Pearce.

1880

29 May

Bristol

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"Ashburne"





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