

S. S. "Jasper" No 86 in Reg. Book.

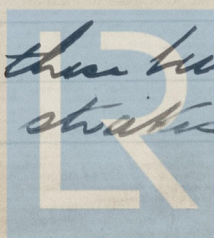
This Vessel was placed in the Poplar Graving Dock for damage repairs + S. S. No 2 + was first seen by Mr. Huscott on the 1<sup>st</sup> Inst. when on his first visit. he recommended a considerable number of outside butt straps to be fitted.

In the meantime Mr. Huscott was laid off on account of sickness + I transferred the case to Mr. May who visited the Vessel on the 3<sup>rd</sup> Inst. + after examining the bottom he states that he found the Butts at the turn of the bilge much open + recommended 25 straps, but that the remaining doubtful butts should be cleared out for examination as they appeared to be cemented up.

On the same day a telegram was received at this Office from the Owners stating that they could not agree with the Dock Co. as to the cost of the work as they considered the price unreasonable. This telegram is attached to the correspondence.

Simultaneously it appears that the Superintending Engineer received a telegram the substance of which was conveyed to Mr. May that the Owners declined to effect the repairs at present being desirous of sending the Vessel to sea, on reporting the matter to me, I visited the ship on the 4<sup>th</sup> Inst. the butts having then been cleared out, when it was found that 24 butts on the port side + 27 on the starboard side were open and some wasted.

The disposition of these butts was in the bilge strakes + the two strakes above same.



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In view of the large number of these bulbs it was considered necessary that these bulbs should be fitted with outside straps before recommending the vessel to the Committee for classification under Special Survey No 2, this recommendation was wired to the Owners by the Supt-Engineer, but we received no further reply, either verbally or otherwise.

The riveting showing no signs of slackness would indicate that the unsatisfactory Bulbs referred to are not due to the working or weakness of the vessel & the outside straps should be fitted immediately on the return of the vessel.

B.W.

10/12/91

It is submitted that the symptoms sketched here have been observed in other steel vessels where the vessel has either grounded in the bulbs continued unnecessarily to be cleared out after oxidation and recaulked, or where sufficient care is not taken to recalk the bottom. It is evident in this case as the rivets are perfectly sound in way of the bulbs referred to, the open bulbs are not in consequence of structural weakness but probably from or more of the causes above described. I concur in the recommendation that these bulbs should have outside straps fitted on her return from her present voyage.

B.W.

15/12/91