

was found that the center bulwark and the side bulwarks were set up, the bulkhead at the fore end of the boiler room as well as the bulkhead at the after end of the boiler room were set up and buckled; four iron pillars in the stokehold and three in the forward cross bunker were found to be bent. On examination of the deck the caulking of same was found slack and the bridge deck at the after end especially was found to be damaged.

On more detailed inspection it was found that the 12 in gunwales stanchions on each side were set up - on starboard side for 120 feet -

| | | |
|----------------|-------------------|--------------|
| | on port side | for 120 feet |
| B stanchions - | on starboard side | for 161 feet |
| | on port side | for 216 feet |
| C stanchions - | on starboard side | for 200 feet |
| | on port side | for 207 feet |
| D stanchions - | on starboard side | for 191 feet |
| | on port side | for 200 feet |
| E stanchions - | on starboard side | for 212 feet |
| | on port side | for 211 feet |
| F stanchions - | on starboard side | for 161 feet |
| | on port side | for 170 feet |

On sight being put up to ascertain the extent to which the bottom was out of shape with the vessel was then run on straight blocks it was found that the keel was out of shape.

Buapela 22 Feb

follow:-

At 106th 2 from stern post the keel was down $\frac{1}{2}$ inch.

107-6 " " " " " "

113-10 (about an inch) " " " "

215-8 " " " "

241-8 " " " "

270-2 " " " "

The undersigned therefore recommended that the above mentioned damaged shell plating in the 4 or barboard strakes and in the five adjoining strakes on each side be cut adrift and eventually be riveted in place; that the keel be also cut adrift and faired that the temporary repairs to the stern post be cut away and the stern post itself be renewed and refitted with all adjunct struts such as zinc plates for protection as before. All plate, frames etc. in way of the post where damaged in carrying out the temporary repairs thereto to be made good.

Further recommended that the master be unshipped, the plating stripped off the frame plates to be made fair and true, and the plating then re-riveted or renewed as may be necessary.

Further that all the struts bolts of the shell plating be cleaned and re-tightened with suitable cement.

As to inside work, recommended that the centre line and side hulls be cut out of line be cut sufficiently adrift to fair and true.



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re-revised: that the bulleted hull plates in engine
and boiler spaces be cut adrift, painted and riveted,
additional stiffening being given to them as may
be required on further examination when the
shell plating is cut off, that all the bent
stanchions be cut out, painted and riveted in place.

As to the deck, recommended that the bridge
deck where out of shape be lifted and made
fair, & the upper deck and the bridge deck be
re-caulked throughout.

To carry out the above recommendations, & in
order to enable a complete survey to be made it
will be necessary to lift all the sailing and
insulation work from bulwark to bulwark nearly all
fore and aft; to remove the cement in the flat of
the bottom including the deep cement in the floor
spaces under the boilers and to remove the pig iron
ballast in the hold.

The frames, floors &c. in way of the indented
bottom cannot be completely examined until the
bottom plating is removed or the cement is cleared
away inside, and the above recommendations are
made in regard only to the damage which can
now be seen and provided for as above detailed.

After all the structural damages are
ascertained and properly repaired, and all
matters made good where disturbed, in order to
the re-staying out of the said repairs, the undersigned
recommends that the vessel be re-caulked inside, and

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incide when necessary as originally done.

The following gear is reported to have been damaged or lost in connection with the casualty viz:

One stream anchor (Barrett's Patent)

One 5 in. steel hawser 90 fathoms.

One 4 in. steel hawser 90 fathoms

One 3 1/2 in. steel hawser 90 fathoms

One 3 in. steel hawser 90 fathoms

One 2 1/2 in. steel hawser 90 fathoms

One 8 in. Manila hawser 120 fathoms

One 7 in. do do 120 fathoms

One 14 in. do hauling line 120 fathoms

One 3 1/2 in. do do 90 fathoms

One 2 1/2 in. do do 90 fathoms &

One coil of 11 thread hemp

The undersigned recommended them to be removed

\$ 100 - 10 - 0

1 - 1 - 0

\$ 99 - 9 - 0

(sgd.) L. B. Champness &

Geo. P. Cooper.



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