

Middlesbrough-on-Tees
20th May 1897

Allison B. Wilson

The Owners, examine the
Iron Screw Steamer "Camel" 226 tons,
of London, D. English. Master, in order
to ascertain the nature and extent of the
damage stated to have been sustained
by that vessel on several occasions as
stated below viz, -

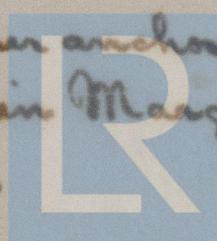
1st, Through grounding near Planelly
Light House on 19th February 1897.

2nd Through being in collision with
another vessel on 15th February 1897 at
Mynydd Maus.

3rd Through grounding on the 19th February
1897 near Planelly dock gates.

4th Through being in collision with
another vessel while anchored at
Graysend in the River Thames on 3rd
March 1897.

5th Through dragging her anchor and colliding
with another vessel in Margate Roads
on 11th March 1897.



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For further details of these casualties see the ships log books.

21st April 1897 and subsequent visits the vessel lying in Cargo Fleet Wharf Dock.

Damage stated to have been sustained through grounding on the 18th and 19th February 1897.

The stem plate in the garboard strake of shell plating on the starboard side was badly indented and fractured. The riveting and caulking more or less started in places throughout the bottom. The coamings of the main hatch fractured at the four corners.

Damage stated to have been sustained through being in collision with another vessel on 18th February 1897.

One fore rigging chain plate on starboard side broken and one deadeye here carried away.

Damage stated to have been sustained on 3rd March 1897.

The stem bar badly set to starboard and fractured in two places.

The stem plate in the garboard strake of shell plating on the port side fractured.

The stem plate in B strake on the port and also on the starboard side fractured.

The stem plates in D, E and F strakes on the starboard side badly buckled and fractured.



Two frames on the starboard side here slightly set in and fractured.

Damage stated to have been sustained on 14th March 1897.

Four bulwark plates on the starboard side aft badly set in and fractured.

Two lengths of angle iron on the bulwarks here badly fractured and set in.

The breakwater plate on the starboard side of the hood aft badly buckled.

Three hood beams fractured.

One frame to the hood broken.

The handrails and stanchions on the hood more or less twisted and broken.

The hinges of the after moving port-door on the starboard side broken.

Recommended that the stem plate of
starboard strike on the starboard side be removed and renewed.

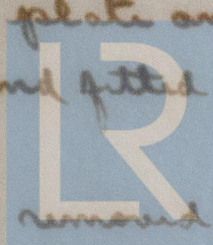
The riveting and caulking of the bottom overhauled and made good.

The rudder lifted for examination of the pintles and refitted.

That doubling plates be fitted to the corners of the main hatchway as compensation for the fractures.

That one new chain plate and one new
dead eye be supplied and fitted to the fore
rigging.

That the stem bar be removed and renewed.



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That the stem plate in the garboard strake on the port side, the two stem plates in B strake, and the stem plates in D, E and F strakes on the starboard side be removed and renewed.

also.

That ^{the} set in frames here be joined in place and back bars be fitted in way of the fractures as compensation.

All the cement in the fore peak removed and renewed.

The chain cables, fresh water tanks in the fore peak, wood bulwark on the starboard side and all fittings and fixings removed where necessary to effect these repairs, and on their completion replaced and refitted where possible and renewed where necessary.

That the set in and fractured bulwark plates on the starboard side be removed and renewed.

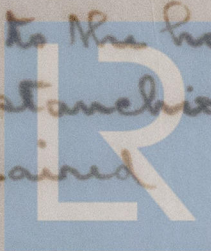
The two fractured lengths of angle iron on the bulwarks removed and renewed.

The badly buckled breakwater plate removed and renewed.

One of the fractured hood beams removed and renewed, the other two fractured beams repaired by a back bar fitted in way of the fracture in each.

The broken frame to the hood removed.

The handrails and stanchions on the hood overhauled and repaired.



The hinges of the after mooring port door removed.

The steering gear rods, and guides and all bolts and cleats &c on the bulwarks removed when necessary to affect these repairs and on their completion to be refitted where possible and renewed where necessary.

The above damage repairs and the work incidental thereto to be performed in a satisfactory manner, so as to place the vessel in the same good and efficient condition she was in previous to the accident.

Allison B. Wilson.

~~£ 3.3-~~
~~£ 6~~
~~£ 2.17-~~



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