

# Lloyd's Register of British & Foreign Shipping,

Central Buildings, West Hartlepool.



LLOYDS REGISTER  
LONDON.  
REC<sup>d</sup> 7 SEP 1912  
ANS<sup>d</sup>

6th September 1912.

Sir,

In reply to your letter of the 5th instant, respecting the S.S. "TIME", and, with regard thereto, I beg to state that at the request of the Builders, Messrs J. Priestman & Co., Sunderland, Messrs McAuslan and Stuart surveyed this vessel, for damage after grounding, in the North Dry Dock of Messrs Wm. Gray & Co., on Friday the 30th August and subsequent dates, and found the following:-

Bottom sighted and found same set up about  $1\frac{1}{4}$ " in the vicinity of the forward cross bunker and boiler room; the bottom plating scrubbed and the shell rivetting and caulking started in places; the bilge keel on port side forward buckled and the rudder reported strained. On examination of the vessel internally, in way of this set up, we found five floors buckled in No.2 ballast tank:-two on port, and three on starboard side; one web frame on port side in E & B space buckled; pillar at centre line supporting through beam in E & B space also buckled; the plating of bulkhead at fore and after end of forward cross bunker buckled just above tank top; the cement fore and aft started and broken in places. the windlass, winches, hand steering gear, and various deck fittings strained and damaged.



We recommended that the bottom be faired in way of the boiler room and cross bunker, together with the floors and other parts as above stated; that the bottom rivetting and caulking be tested and overhauled; the rivetting of the floors, centre keelson, intercostals, margin plates, and tank top in way of set up, be tested and overhauled; the cement be renewed all fore and aft; the rudder be lifted for examination; the bottom and top sides be cleaned and coated; all ballast tanks, including peaks, and topside tanks to be tested; the windlass, winches, steering gear, and various deck fittings be overhauled and made good.

Nothing so far has been done towards the carrying out of these recommendations.

I would also state for your information that the vessel is still in dry dock and that a further survey is necessary in view of the bilges abaft machinery space not having yet been drained and cleaned out.

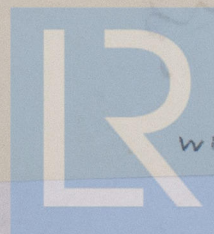
I am, Sir,

Your obedient Servant.

*D. M. Anslan.*

The Secretary,

L O N D O N .



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Referred to the United States Government.

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