

LLOYD'S REGISTER OF SHIPPING,

LLOYD'S REGISTER,
LONDON.

17 BATTERY PLACE

REC'D 28 MAY 1919

ANS'D 11/6/19

NEW YORK May 9th, 1919.

Dear Sir:-

As requested in your cablegram of the 26th of February, Mr. Preston was instructed to proceed to Panama with a view to examining the four-masted wood motor schooner "ELIZABETH RUTH" which had put back to Colon after leaving there for Sydney, Australia, with a cargo of caustic soda and rosin.

Prior to Mr. Preston's arrival at Balboa where the vessel was then lying, Mr. W. M. Lambert, the Society's non-exclusive Surveyor in the Canal Zone had carried out a survey on the machinery and it is understood a report on his survey and the alterations and repairs effected to the machinery has already been forwarded to you by him.

A report on form No. 8 of Mr. Preston's examination of the hull is enclosed herewith, from which you will see that owing to the vessel being partly loaded and afloat, a complete examination of the hull could not be made.

The most serious defect in this vessel appears to have been the entire omission of edge bolting throughout the ceiling which was required in the approved plans in lieu of the iron strapping required by the Rules. Particulars of the edge bolting which should have been fitted are shown on the plan of Cross Bolting approved in this office on January 11th, 1918, and a copy of this plan was forwarded to you with my letter of the same date.

The omission of edge bolting has undoubtedly permitted the vessel to weave considerably and loosen up.

Mr. Preston states that the vessel has been built in a slipshod manner and that the Captain and Engineer of the vessel who were present during her construction informed him that they had drawn Mr. Buchanan's attention to the fact that no edge bolting was fitted. They also stated that only six visits of inspection were paid by Mr. Buchanan and not fourteen as stated in his first entry report.

This matter has been taken up with Mr. Buchanan who states that the side ceiling was fitted between his visits and mostly during night time, and that he accepted the builders' statement that edge bolting had been fitted in accordance with the approved plan.

Mr. Preston has recommended that the vessel might retain her class to proceed in ballast to a gulf port for drydocking and complete detailed examination, but he is of the opinion that whatever additional strengthening or alterations are now effected, the vessel cannot be put into a fit condition for other than coasting trade. He is also of the opinion that had the edge bolting been fitted as required, the trouble with this vessel would not have been experienced.

I am, Dear Sir,

Yours faithfully,

THE SECRETARY,
LONDON.*R. P. Hutchinson*Lloyd's Register
Foundation
SECRETARY TO THE
AMERICAN COMMITTEE.

W/104-6282

ed to the Chief Ship Surveyor,
Chief Engineer Surveyor.

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Referred to the Chief Ship Surveyor.

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Also for Mr. S. A. Hill to note.
Referred to Mr. Mayne.



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