

24th December 1919.

of CARDIFF.

J. G. Buchanan,

the Ministry of Shipping, and in accordance with instructions received from the Committee of Lloyd's Register of Shipping, survey the Steel Screw ex-German Steamer "POLYDIA", 1831 tons gross, of London, for the purpose of ascertaining the condition of her hull.

On attending the above vessel on 27th November 1919 and subsequent dates, in Messrs Hills Dry Dock, Cardiff, and while lying afloat in the said Dock, examination was made in conjunction with Mr. Cambridge, representing Ministry of Shipping, and Captain West, of Messrs Aving Bros., representing the Managing Owners.

This vessel was stated to be built to Germanischer Lloyd's requirements but no papers to that effect were produced. At the outbreak of war the vessel was detained as a prize ship and reconditioned for the service now employed.

On examining the Log Book it was noted that the vessel was reported to have sustained damage while at moorings at Milford Haven on 6th January 1913, by a Government trawler, crossing the bows, swinging against same and doing damage to stem and stem plating.

The damage was examined and it was found that the stem



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S. S. "POLYOLIA". continued:-

bar is buckled to port between the 16' and 23' draft marks and the stem plates of the 2nd and 3rd strakes below sheerstrake (p r s) also buckled. The Master states a slight leak in way of damage was temporarily repaired with cement. Permanent repairs deferred meantime; efficiency unaffected.

The Log Book relating to the damage to stem plating and bulwarks was not available, but a written statement by the Master recording the occurrence was produced, from which it appears that on 22nd September 1918, when the vessel was entering the Gironde, in heavy weather, the propeller became entangled with and remained fast in the barrage nets, the large buoys of same striking heavily the plating under the counter and continuing to do so till the following day.

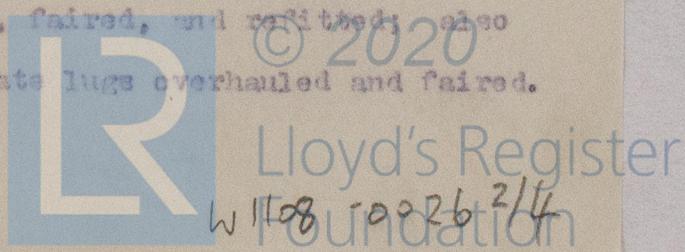
On examining the damage, it was found on starboard quarter and under counter, the aftermost plates 2 in sheerstrake, 3 in strake below, and 2 in second below are indented between the frames also the aftermost plates of sheerstrake, strake below and second below on port side are slightly indented between the frames. Temporary repairs of above (stated to have been affected ^{Ballant} ~~with~~) now examined and found efficient. Permanent repairs deferred.

The Master's written statement also records that on 24th September 1918, in the Gironde, during heavy weather, after the vessel had broken from her entanglement with the barrage nets, the U.S. Tug "FRED K. RICHARDS" in coming alongside to assist towing struck heavily against the bulwarks on port side forward and aft and caused considerable damage to same.

This now repaired as follows:-

on port side.

5 bulwark plates, bulb angle rail in way, 3 wash port doors mooring pipe doubling plates and angle frames on 2 bulwark plates forming cargo doors removed, faired, and refitted; also cargo door hinges and chain plate lugs overhauled and faired.



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S. S. "POLYOLIA" continued:-

The Poop and Bridge rising plates faired in place, also the Poop front wing plate faired in place and shell frames in way removed, faired, and refitted.

The Bridge Bulkhead shell frame and two adjacent frames in Bridge space faired in place.

Eight Bulb plate stanchions and 24 deck and bulwark connecting lugs removed, faired and refitted.

No. 4 sheerstrake plate from aft removed, faired and refitted, and Nos. 3, 5, 9, & 10 and gunwale bar faired in place.

Three Deck stringer plates faired in place.

Starboard side aft.

Three Bulb plate stanchions and one flanged plate stanchion and all deck and bulwark connecting lugs removed, faired and refitted.

Port side forward.

Three Bulwark plates and rail bar in way, two wash port doors, two mooring pipe doubling plates and angle frames on one plate forming cargo door removed, faired and refitted.

Bridge and Forecastle rising plates faired in place; stiffener on Bridge Rising plate removed, faired and refitted, and one bulwark stiffener at rising plate renewed.

Bridge front side frame and two other frames in Bridge space faired in place.

Forecastle Bulkhead wing plate, side frame and two adjacent frames in forecastle faired in place.

Four Bulb plate stanchions with lug connections and three flanged plate stanchions with stiffeners and lug connections removed, faired and refitted.

One sheerstrake plate and two deck stringer plates faired in place.

Starboard side forward.

One Bulb plate stanchion and lug removed, faired, and refitted.

These repairs have now been satisfactorily completed.

S.S. "POLTOLIA". continued:-

The vessel was placed in Dry Dock, bottom cleaned, examined and recoated, the rudder lifted and pintles rebushed, the rudder stock at arm in way of propeller is slightly corroded.

Several leaky and broken rivets in keel plate at forward end of No.1 double bottom tank and on port and starboard bows, have now been renewed.

The forward length of port bilge keel has been cropped and part renewed and a number of slack rivets at after end renewed.

A few defective rivets in top seam of bilge plate on port side in way of E.R. valves have now been overhauled and part renewed, and landing edge recaulked: also on starboard side, riveting of two butts overhauled as necessary.

Examination was made in the holds, tween decks, fore peak, Engine and Boiler spaces, Bunkers (as far as practicable) tank top under boiler, decks, hatchways, bulwarks, masts and rigging, casings, steering gear and connections, windlass, winches and general equipment.

The steel work in holds and tween decks requires chipping and coating, the ceiling and sparring is good except sparring in holds being missing in places, the shifting boards are complete.

The Fore peak tank is heavily coated with rust, the crew have been chipping and coating here as the opportunity presented itself and the lower part still remains to be done.

The plating and framing in E. and B space appears good. The tank top under Boilers is coated with rust, and in dry tank on starboard side several of the floor plates and intercostals are wasted in way of manholes, elsewhere the surfaces are coated with rust.

The saddle back at bunker hatch has now been temporarily repaired with three small bolted plates, and on top of fidly casing in way of aft side of funnel two doublings have been fitted.

Anchors on board, three Bowers, one Stream, One Kedge.

Cables not ranged but stated to have 240 fathoms.

Two larger sized lifeboats have now been supplied.

The general condition and workmanship appears good.