

GREENOCK.

17th., April 1914.

ROBERT HOWIE .

the Builders, Messrs William Hamilton & Co., Ltd., Port-Glasgow, survey the new Steel Screw Steamer "SAINT QUENTIN", of Liverpool for the purpose of ascertaining and reporting upon the damage stated to have been caused through the vessel striking the East Quay Wall of the Princes Dock, Glasgow, on the 16th., day of March 1914, whilst being towed from the Finneston Crane to Queens Dock, Glasgow, to complete fitting out, for further particulars see Protest.

On visiting the vessel while she lay afloat in the Queens Dock, Glasgow, on the 17th., day of March 1914, recommended the vessel be placed in Dry Dock for examination and repair.

On visiting the vessel while she lay in No. 2 Dry Dock, Govan, on the 4th., day of April 1914 and subsequent dates, found and recommended as follows:-

FOUND .

Damage confined to four (4) strakes of plating and the bars connected thereto on the port side of No. 2 hold forward .

Outside Plating.
G strake, plates Nos. 5

RECOMMENDED .

Ceiling sparring and cement in way of damage be removed to facilitate repairs and be afterwards replaced, any material damaged or broken in removal to be renewed.



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W1212-0148 1/2

and 6 badly indented in way of butts, the indentation carrying aft for about 5 feet.

F strake, No. 5 plate set in.

E strake No. 6 plate badly indented in way of forward transverse in No. 2 hold.

LONGITUDINALS.

No. 4 longitudinal badly set in

No. 5 longitudinal indented.

No. 7 longitudinal indented.

No. 8 longitudinal badly indented.

Lower plate of first transverse badly buckled and fractured in line with 4th, longitudinal.

Shell lugs in way of same buckled and holes in Weyer lugs distorted.

Be renewed.

Be removed, faired and replaced.

Be renewed.

To be cut clear of damaged part, and the fore part renewed with long strap at butt where cut.

To be faired in place.

To be cut out to first butt, faired and replaced..

To be cut, clear of damaged part, and the fore part renewed with long strap at butt where cut.

To be renewed to first butt, this involved the removal and replacing of one lug from tank margin bracket.

The lower shell lugs be renewed and the upper shell lugs be removed, faired and replaced.

No. 2 tank to be tested in dry dock

The vessel to be cleaned where scrubbed and to be painted as originally.

All the recommendations herein made in this report have been made in order that the vessel may be placed in the same and good efficient condition as she was prior to the casualty occurring.

FEE.....23:3/-
EXPENSES...1:15/-
4:18/-

Robert Howie

Surveyor to Lloyd's Register of Shipping.



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W1212-0148 2/2