

August 25th 1910.

As requested I proceeded on board the Portuguese Steel Twin Sc.Sr."LUSITANIA" on the 13th instant, while lying alongside quay-wall, when work was started in connection with the permanent repairs of bow, as recommended in my report of the 19th February 1910.

On Sunday the vessel was dry-docked and in the evening work was commenced in earnest, and on Monday stem was in the shop being straightened.--

In the meantime the rest of the rivets were removed and 7 plates taken out, 4 of which have been renewed and 2 cut between the 2nd and 3rd frames from bow (as no new plates were available in Lisbon of the required length), of the following dimensions:-

2 a. 4'-6" x 16'-6" x $\frac{1}{2}$ ", 2 d. 3'-9" x 12'-10" x $\frac{9}{16}$ " & 2 c. 3'-2" x 6'-6" x $\frac{1}{2}$ "

Garboard or a. plate, really forming a. & b. strake, at fore-foot, starboard side, was faired in place; corresponding plate on port side, when faired, was practically in good order, the holes being out very little, same has been replaced, after the stem had been straightened and reshipped. Plate above, or c. strake, on both sides, cut & pieced, d. & e. plates being renewed also on both sides.--

The whole of the work being finished on Tuesday evening fore-peak was filled during the night for testing purposes and on Wednesday morning on proceeding to the dock I found same tight, water was taken out and vessel cemented, and having previously received two coats of paint throughout, and 3 in the vicinity of repairs she was refloated, after cables had been taken on board.--

25/6/10.

In view of the increased price and delay in dock, above
as estimated by me in February, I may mention that I consider this
steel could easily have been repaired by Saturday night, if over-
we had been worked, as is generally the case in this class of
vessel, when a mail boat is bound to leave on a certain date, if at
possible.--

Three of the nights I went down to the dock I never saw
more than 3 to 5 workmen, but had relief gangs been engaged night
& day, there is no doubt that the time in dock would have been
considerably reduced. It is of no use complaining about being
too busy, and so forth, because it is a well known fact that on
applying to the Arsenal men can always be had as long as application
the proper quarter be made.--

I may also state that this vessel's tail end shafts have
been drawn inboard and bushes rewooded, & general overhaul effected,
as well as the cleaning and painting of this vessel which was due
when she next dry-docked &c., as mentioned in my previous report, and
which in my opinion should contribute towards the dock dues, as the
vessel no doubt would have been at least 5 days in dock for this
one.--

No damage certificate has been issued at this time, as the
vessel has been withdrawn from class.--

as £.17.10.0.--

Geo. Payne



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Foundation

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