

of CARDIFF.

16th December 1920.

H. Hand and J. Petree,

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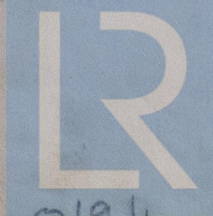
H.M. Ministry of Shipping, survey the steel screw steamer

"MINNA HORN"

3431 tons gross, for the purpose of ascertaining the condition of bottom with a view to any repairs necessary to satisfy the requirements of this Society for classification.

On examining the vessel when placed in Mount Stuart Dry Dock, Cardiff, on 7th December 1920 and subsequently, in company with Mr. H. Cambridge representing Ministry of Shipping and Mr. Kinghorn representing Managing Owners, the undersigned found bottom plating more or less indented in places, and the stern frame set over to starboard about six inches at after post.

Recommended that one plate (H 6 starboard) be renewed; that seventeen plates (six in port side, A 8, B 7, B 13, C 7, C 12, F 13; nine in starboard side A 6, A 7, B 7, B 8, F 2, G 11, H 1, K 15; two in flat keel strake, Nos. 8 and 15) be removed, faired and refitted, that twenty-eight plates (ten on port side A 12, B 8, C 6, D 8, E 20, F 4, G 4, G 5, G 13, G 14; seventeen on starboard side A 5, A 8, B 5, C 6, C 7, C 8, D 7, D 9, F 14, G 5, G 10, H 4, H 11, J 1, J 6, J 7, K 16; one in flat keel



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strake, No.12) be faired in place.

Note:- No.15 in flat keel strake to be removed, faired and refitted, if stern frame removed; otherwise need not be dealt with, the vessel's efficiency being unaffected.

Also recommended that on port side, three frames in way of F 13 be faired in place, the No.1 length of bilge keel be removed, faired and refitted, and No.2 length faired in place.

Also recommended that on starboard side aft, one bulwark plate (1 21) be removed, faired and refitted, and one deck house plate be faired in place.

The water ballast tank having been examined internally as recommended, a number of floor plates were found buckled from one to two inches.

Recommended that eighteen floor plates be faired in place (in No.1 Hold Tank three port, one starboard; in No.2 Hold Tank, two port, one starboard; in E.B. Tank, five port, two starboard; in No.3 Hold tank, one port, one starboard; in No.4 Hold Tank, one port, one starboard) and supported by vertical angles where necessary.

Cement in bottom found undisturbed.

After part of cast steel stern frame found set over to starboard, as previously reported; now carefully tested, and found as follows:-

Sole piece, forward end, near after peak bulkhead:- Central with middle line of Ship.

Sole piece, under body post. One inch to starboard.

Sole piece after end, under rudder pintles - Six inches to starboard

After post: Keel gudgeons and four gudgeons above same - In line.

This line, when produced, found 2½" to port on top deck.

This line when produced, found 1½" to port on deck below.

(Deck glands central, as originally).

Rudder removed, landed for examination, and carefully tested.

Rudder gudgeons (5) below coupling, found in line, same as after post.
Rudder head tried in lathe, and found slightly bent, and chafed in
way of lower gland.

Rudder coupling tested, and found practically square to axis.

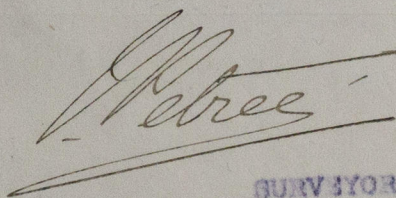
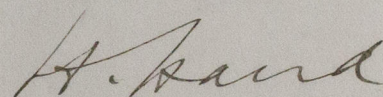
Riveting of outside plating on Sole piece, body post etc.,
practically undisturbed, and no indication of fracture in stern
frame etc.

Recommended:-

That the two deck glands be re-adjusted in alignment with
present axis of the five gudgeons, and the rudder and all connections
be refitted.

Or, that the stern frame be renewed, and the rudder and
all connections be refitted.

The above recommendations are made with a view to completing
repairs to bottom in order to meet the requirements of classification.

 
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