



Lloyd's Register of Shipping.

342, Argyle Street, Glasgow.

29th April, 1924.

Reference

Dear Sir,

Acting on instructions received from Dr. Montgomerie I proceeded to Hull on Thursday, the 24th instant, to survey the steel screw steamer "GRETASTON" of Glasgow, 5008 tons gross register, No. 39207 in Supplement to the Register Book.

It was stated that this vessel had sustained severe buckling to the plating of the bridge deck in the vicinity of the machinery casing while on a voyage from Glasgow to Bahia Blanca in ballast. The double bottom tanks, deep tank and after peak tank were full. The side and cross bunkers from boiler room bulkhead to frame 110 and the bunkers in the bridge space were full. The total amount of coal thus carried was 1954 tons and the draft was 17' 0" aft and 12' 0" forward.

On arrival at Hull I visited this vessel along with Captain Ross, the Owners' Superintendent, and Mr. Kelly, representing the Builders, Messrs. R. Duncan & Co. I obtained extracts from the Log from the Master. (Please see copy attached).

On examination of the vessel while discharging a bulk cargo of grain, found the bridge deck plating buckled abreast the boiler casing on port and starboard sides and cracked for 16" from casing side on starboard side and 9½" on port side as shewn in the accompanying sketches. The buckling extends across the deck to about the middle of the stringer plates. On the upper deck on the starboard side below the buckled plating on the bridge deck slight buckling was also observed. On the port side no such buckling appears. On the upper deck at the

8th/

DB 11200
BT 8000
APT 1000
Coal 19540
40360

Grain and
3000 concentrate
amidships

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8th and 9th frame space forward of the after end of the bridge there is a slight buckling in two deck plates and the cement chock in one frame space is cracked. The bulwark plate and rail bar on the bridge deck abreast the forward end of the boiler casing also shew slight buckling. The riveting at the fore and after ends of the bridge on both sides in the rising plates and sheer strake landing show signs of straining. It was further stated that during the voyage the port side of the engine room bulkhead shewed signs of panting and the tank had to be emptied. As of the bulkhead this tank was full of grain an internal examination/could not be made, but on an examination of the bulkhead from the engine room no sign of any straining or bulging of the bulkhead could be observed. It was arranged, however, to make an internal examination of this tank when the cargo is discharged, and this Mr. Gibbs, the Society's Principal Surveyor at Hull, will carry out.

The following recommendations were made to permanently repair the bridge deck. The cracked plate to be cropped forward of the derrick post and renewed with a plate $\frac{5}{8}$ " in thickness extending to the existing butt of the plate abaft the crack. An angle bar $6 \times 6 \times \frac{1}{2}$ to be fitted from abaft the door in the casing extending to at least 2 feet round the corner of the casing. The existing girder under the deck to be extended 5 frame spaces further aft. The buckled plate forming part of the strake to which the girder is attached to be faired and an angle $5 \times 3\frac{1}{2} \times \frac{1}{2}$ to be fitted underneath for 3 beam spaces in line with the coaling hatch. The stringer plate, bulwark and bulwark rail to be faired in place on both port and starboard sides. The slightly buckled plating on the upper deck on the starboard side at both the forward and after ends of the bridge space to be faired and the cement chocks renewed where broken. These repairs are being paid for by the Builders.

The riveting and caulking at the ends of the bridge/

bridge in way of the rising plates and sheerstrake landing to be tested and any slack rivets renewed, and the caulking made good.

Mr. Wm. S. Miller, the Owner of this vessel, was in Hull while the above survey was being held, and this gentleman appears very disturbed in his mind on account of the buckling of the decks, as he has a sister vessel building at Port Glasgow and expressed himself very strongly with regard to the scantlings permitted under the new rules. It appeared to be his opinion that this buckling was entirely due to the thin deck plating on the bridge deck.

I am, Dear Sir,

Yours faithfully,

A. D. Cairns

The Secretary,

GLASGOW.



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