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NEWCASTLE-on-TYNE,

24th May, 1919.

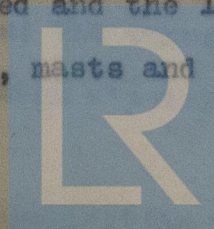
J. MACDONALD

the Ministry of Shipping attend on board the S.S. "IRMGARD" 3680 tons gross register on the 2nd May, 1919 and subsequent dates while she was lying afloat at Jarrow, for the purpose of ascertaining the condition of the hull and general equipment as far as practicable, previous to the vessel being taken over by the Ministry of Shipping.

The survey was held in conjunction with the Norske Veritas Surveyor and Manager's Representative.

The certificate of Classification (Germanischer Lloyd 1004 Sept. 1918) dated 10th April, 1919 states that the vessel was examined in dry dock on the 10th April, 1919. No mention is made of damaged shell plating and frames etc as stated below.

The vessel now examined afloat and not in dry dock. The holds, fore and after peaks above tanks (both peak tanks being full of fresh water) tween decks and bunkers except in lower part of reserve cross bunker in which there were about eighty tons coal, engine and boiler space and the tank top under boilers examined. No double bottom tanks opened out. The limber boards partly removed, the bilges examined and the limbers replaced. The decks, hatch covers and beams, masts and rigging (from deck)



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basings, ventilators, windlass, steering gear and connections, watertight doors, air and sounding pipes and general equipment examined as far as practicable. The cables were not ranged at this time. The anchors three bowers, one stream and one kedge found in order.

All ironwork throughout the ship is in good condition except as detailed in report. The painting of the ironwork is in good order except in machinery space and tunnel. There are no shifting boards (in way of hatchways) in the ship. The wood hatches are complete throughout and in good order. There are only seven tarpaulins on board and in poor condition and torn, also one bunker hatch without a tarpaulin. The ceiling is in good condition throughout the ship, the sheet iron sheathing on ceiling under all hatchways missing or broken excepting where detailed in report.

No.1 Hold:- Sixty feet cargo battens are missing; one ladder in lower hold adrift and several rungs of the other ladder bent and broken; Two sheets iron sheathing on ceiling in usable condition.

No.2 Hold:- The cargo battens are complete; Three sheets iron sheathing on ceiling in usable condition; One bulb angle horizontal stiffener badly buckled in No.3 hatchway trunk also the hatch post angle on the bulkhead.

Reserve Cross Bunker:- The cargo battens are complete; A part of the chain hatch guard in tween decks is missing.

No.4 Hold:- The cargo battens are complete; Two sheets iron sheathing on ceiling in usable condition; The tunnel iron cleading in order; The Hand rail fore and lower hatch missing and two studs same broken.

No.5 Hold:- The cargo battens are complete; No usable sheet iron sheathing on ceiling in this hold; The tunnel iron cleading in order;

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Five tunnel ladder rungs missing; The lower tween deck plating buckled and wavy; The lower hatchway angle coaming badly bent and broken. There is a powder magazine completely sheathed in good order in tween decks aft end hold.

Inside Forecastle:- The firemens wash basin stand badly worn and bent and the basins adrift; One W.C. water service pipe cock broken; The steam heater in port forecastle leaking, the wheel handles for steam heating cocks in passage and several about the ship missing; One locker iron door bent in sailors' quarters; The hand pump to fore peak missing.

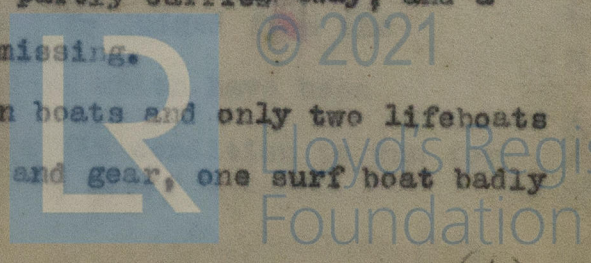
On Forecastle Deck:- There are only awning stanchions and ridge in centre line in position; the side stanchions and wires are stowed below. There are no awnings on board for any part of the ship.

In Forward Well:- One hose reel, one ladder hand rail to bridge and two guard rails for washport door bent; Three lengths wash deck hose are in a very poor condition;

On Bridge and Poop Deck:- The accommodation ladder sides (port and starboard) slightly damaged; The rails and stanchions abreast No.5 hatch bent on each side also slightly bent abreast No.4 hatch;

On Midship Boat Deck:- The teak window frame damaged in Chief Officer's room; One pane glass in bridge front screen broken; Two awning stanchions and stays are bent; The steering compass cover on navigating bridge is indented and the cover for lifebelt box damaged; The handrail to navigating bridge split on port side; The boat deck in way of Engineers quarters is slightly leaking; The towing wire at aft end deck is partly carried away, and a considerable length appears to be missing.

Boat checks for eleven boats and only two lifeboats (in fair order) short of equipment and gear, one surf boat badly



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worn and one jolly boat badly scrubbed and split across the stern are on board. There are only davits for two lifeboats; One boat hook is broken on port after deck; There are thirty five lifebelts in poor condition ; The two winches at aft end boat deck unworkable; The sole plate of starboard No.1 winch broken on vertical flange; All other winches in good order; The W.C. in Captain's quarters and bathroom pipes require repairs; The entire crockery and cutlery in saloon and mess room etc. missing.

The shell plating above light waterline examined excepting about half length amidships, the vessel having always had other ships lying on both sides when the surveys were held :-  
(On Port Side) Abreast aft end No.1 hatch, One plate in the 3rd and 4th strakes below sheerstrake badly set in and indented, one plate in the 2nd strake slightly bent and three frames bent; One plate in first strake above sheer indented in three places; One plate in 3rd strake below sheer indented in two places abreast No.4 hatch; (On Starboard Side) The stem plate in 5th strake below sheer slightly indented, also one plate in 4th strake below sheer indented in two places!

The following repairs have now been carried out viz:-  
The windlass and steering chains overhauled. The two winches at aft end put in working order. A new hand pump fitted to fore peak. One W.C. water-service pipe cock in forecandle renewed. The hold ladder rungs renewed and straightened as necessary. The W.C. in Captain's quarters and bath room pipes repaired and minor repairs carried out.

In my opinion as far as can be judged from the inspection made of the parts of the vessel which have been examined, this vessel appears to be in a fit condition to run for



period of six months.

The following items in the Inventory list supplied  
are not on board viz:-

portable table electric lamp in the Captain's room.  
" " " " " 2nd Officers " "  
" " " " " 3rd " "  
arm chair in the 3rd Officer's room.  
" " " " 4th " "  
" " " " Doctor's "  
small " " " Chief Engineer's Room.  
portable table in the 2nd Engineer's room.  
leather back sofa in the 2nd Officer's room.  
oval mirror in the Lavatory.  
paraffin lamp " "  
paraffin lamp " Mess pantry.  
coffee mill in the Mess pantry.  
mill in the Pantry.  
two small enamelled pots in galley.  
one enamelled bucket in galley.  
one iron bucket in galley.  
meat hooks in meat room.  
glass tops on shelves in meat room.  
two wires for heavy lifts on after deck (the empty reels in position)  
two flag lines.  
lines for hoisting lamps.  
German and Custom's flags.  
boat bailers. Iron deck hooks, large shackles.  
round keys, flat keys, Holystones and frames.

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Four buckets. Pointed shovels. One Crow bar. One Axe.  
Spare steering chains for Quadrant and barrel on steering engine  
Four galvanized buckets. Table scales and weights.  
Four shovels. Bread cutting machine. Three washing mops.  
Clock to time ship's bell. One lead sink for mines.  
One patent log line. Spare sounding wire. Log glasses.  
Barometer. Spare compass pivots. Large quantity of electric  
light bulbs. Telephone batteries and Metaphones in Saloon pantry.  
Four Metaphones in smoking room, and three Metaphone bells in  
Steward's room.

J. MacDonald.  
Surveyor to Lloyd's Register.



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