

DUBLIN, (115, Philipsburgh Ave.),

28th July, 1909.

John Macwilliam,

the Owners, on the 5th instant and subsequently, examine the S.S. "YEWS", 333 tons gross Register, W. McFerran, Master, whilst on No. 2 Patent Slip here, (on to which Slip the vessel had been placed for this Survey) and to ascertain the nature and extent of the Damage stated to have been caused by (Firstly) grounding at St. Barbe Point, near Plougastel, France, on the 24th June, 1908, when on the passage to Plymouth, Fruit laden, where, it is stated, temporary repairs to the rudder were effected to enable the vessel to proceed to this port for survey and repairs; and (Secondly) in consequence of colliding with the S.S. "INISHOWEN HEAD" when entering the Dock at Ardrossan on the 17th Nov., 1908; and (Thirdly) from being in collision with the S.S. "NEW PIONEER", on the 7th Nov., 1908, in the Mersey, when on the passage from Runcorn to Dublin.

For further particulars please see Ship's Log Books.

The undersigned found Damage and made recommendations as detailed below.

DAMAGE.

RECOMMENDATIONS.

(1)



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Lloyd's Register  
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W431-0003(16)



(2)

DAMAGE.

RECOMMENDATIONS.

No.1, GROUNDING DAMAGE.

Shell Plating. A. Strake is  
Garboard. Numbers count from  
stem.

STARBOARD SIDE.

A.2, Indented and butts strained;	Renew, and refit adjacent butts
A.3, & B.3, landing set in ;	Unrivet and fair in place.
C.6, indented ;	Remove, fair and replace.
C.7, do.	do.
D.3, do.	Partly unrivet. and fair in place.
D.4, do.	do.
D.5, do.	do.
D.6, do.	do.
E.5, do.	Remove, fair and refit.

PORT SIDE.

A.5, indented ; and butts strained;	Renew and refit adjacent butts.
A.7, indented ;	Partly unrivet and fair in place.
A.8, do.	do.
A.9, do.	do.
A.10, do.	Remove, fair and replace.
B.2, do.	Partly unrivet and fair in place.
B.3, do.	do.
B.7, badly indented ;	Renew.
B.8, indented ;	Partly unrivet and fair in place.
B.9, do.	do.
C.3, do.	do.
D.3, do.	do.
E.6, do.	do.

All frames where damaged in  
way of above shell plating  
to be faired in place and  
reriveted.

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## DAMAGE.

## RECOMMENDATIONS.

About three hundred shell rivets  
in various places leaking ;

To renew ; pare and recaulk  
landings.

A number of keel rivets leaking;

Renew as necessary.

Stern post broken in its sole,  
and the rudder post bent ;

Remove and renew the sole and  
part of both posts ; welds as  
per Rules ; renew draft marks.

Rudder trunk shoe broken ;

To renew.

Rudder stock bent and pintles  
broken, arms and riveting  
loosened and the plate (single)  
buckled ;

Remove stock and fair same; or  
renew if necessary.

Close the eyes of the plate  
arms and rebore and key on.  
Plate to be faired and replaced  
Renew all the pintles.

Arm of quadrant tiller strained  
and loosened on the head ;

Repair or renew arm as  
necessary.

Deck bush strained and bushes  
broken ;

Fit new lignum vitae bushes.

Rudder chains strained ;

Remove and anneal all chains;  
renew as necessary ; renew  
sheave pins where bent or  
broken.

Steering Engine defective ;

Open out and put in working  
order ; adjust under steam.

Fore peak tank ;

Clean out for examination;  
renew all leaking or defective  
riveting as required; recoat  
and test as per Rules.



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Ceiling in hold and bunkers to be removed and cargo battens removed as required.

Platform and bearer in machinery space to be removed as necessary to effect repairs.

Limbers in hold and bunkers, peaks and machinery spaces to be removed and these spaces to be cleaned and cement washed.

All broken or disturbed cement to be renewed.

Ceiling or cargo battens to be renewed where required.

#### M A C H I N E R Y .

Withdraw the stern tube for examination and replace.

Propeller shaft to be true in lathe, and five new coupling bolts fitted.

Shafting alignment to be tested.

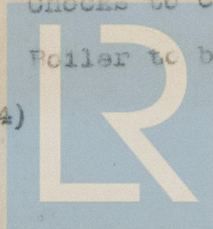
Stern bush to be drawn and re-wooded.

Engines to be opened up as for Lloyd's Special Survey, including all sea-cocks.

#### B O I L E R .

Boiler to be prepared for survey; Mountings opened and put in order; Checks to clear and examine. The Boiler to be cleaned out including

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## DAMAGE.

## RECOMMENDATIONS.

the removal of all bridges and fronts for examination, and for access to back ends for such caulking and repair as may be required.

Boiler to be examined inside ; steam and safety valves and the machinery tested.

## No. 2, DAMAGE.

Port hawse pipe broken ;

To renew. Range and examine chains and anchors.

## No. 3, DAMAGE.

Shell plating. A. is garboard.

Numbers count from stem.

## PORT BOW.

E.2, indented ;

Fair in place.

F.2, badly indented ;

Remove, fair and replace.

F.3, indented ;

Fair in place.

G.2, indented ;

Partly unrivet and fair in place.

G.3, do.

do.

H.2, do.

do.

J.1, do.

Remove, fair and replace.

J.2, do.

Partly unrivet and fair in place.

Damaged frames in way of above to be faired in place and riveted.

Lower heading iron bent ;

Remove to nearest butts, fair and replace.



# DAMAGE.

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# RECOMMENDATIONS.

Rails and rail stanchions more  
or less bent ;

Fair and refit as required.

One port light broken ;

Repair or renew as required.

Forecastle and main deck  
planking disturbed ;

Seams to caulk and pay and  
fastenings to be tested.

Cement chocks started ;

To renew.

## RECOMMENDATIONS IN GENERAL.

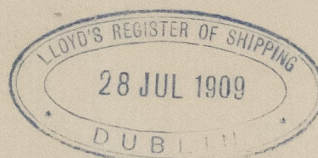
All disturbed bow fair leads, knight head and sheer mouldings, waterway angles, main deck shell chocks, stores, racks and fittings under forecastle head, W. C. fittings etc. in seamen's quarters, and such removals as are necessary to carry out above repairs, to be replaced and secured.

Compasses to be adjusted.

Workmanship and materials to be to the satisfaction of the owners, and of a Surveyor to this Society, and all as necessary to restore this vessel to as good condition as before these several damaged.

Ship & Engineer Surveyor to  
Lloyd's Register of Shipping.

Fee, Ship	6	6	0
Machinery	2	2	0
	8	8	0
Less 10 %		17	0
	7	11	0
Expenses	1	8	0
Total	28	19	0



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