



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, 1909, 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
Foundation

W431-0003(16)

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.8, 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.

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, peeks 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 .

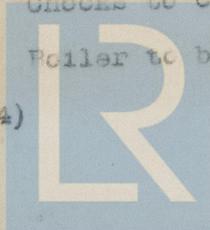
Boiler to be prepared for survey;

Mountings opened and put in order;

Checks to clear and examine. The

Boiler to be cleaned out including

(4)



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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 ROW.

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.

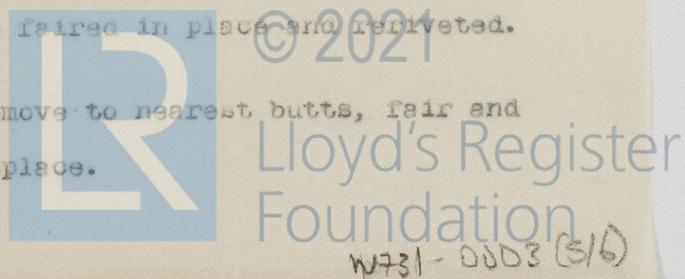
J.2, do.

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	6	0
Total	28	19	0



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