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Ferro-Concrete Auxiliary Screw Motor Vessel "VIOLETTE";  
No. 75650 in the Register Book; 292 tons gross; Built in 1919 - 7mo.;  
Port of Registry - London;  
Owners: J. Pollock, Sons & Co. Ltd.

Classed:                      \* A1                      LMC 8,20  
For English Channel & Coasting Service  
from Thames to Milford Haven. Subject to  
Annual Survey - Experimental  
Annual Survey, Lon. 8,20  
Cargo Battens not fitted.

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This vessel was reported to have struck Southend Pier on the 18th January. She immediately stranded but was afterwards got clear of the pier and beached, and was subsequently brought into dry dock at Millwall.

The Owners, on the 24th January, wrote that in view of the fractures in the hull they feared the steel reinforcement had been stressed beyond the elastic limit, and they requested that a Surveyor for concrete work might inspect the vessel. This was done both while the vessel was lying stranded at Southend and latterly while in dry dock.

On being sighted, both on deck and externally, the vessel appeared to be hogged  $1\frac{3}{8}$ " and  $1\frac{5}{8}$ " over distances of 63 feet of the deck and 115 feet of the outer bottom.

In the shell slab on both sides of the vessel there were a great number of cracks, many being of a pronounced and very serious character, indicating generally that the vessel had been subjected to very severe straining action.

The Surveyors further reported that the cracking might be said to extend for some two-thirds the length of the vessel. The bulkhead at the after end of the hold was found cracked for about half its breadth on the port side just above the top of floors, and the after peak bulkhead also has cracks in one panel between the buttresses. Except for the severe damage where the vessel has been holed, and the cracks - extending from the sides into the bottom slab, the Surveyors state that the bottom, floors and keelsons appear to have sustained little damage.

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The frames, however, are more or less broken at the upper ends throughout on both sides of the vessel, and at the same positions the beams are cracked or broken at the knees. The deck is badly cracked at the gunwale, chiefly amidships, and in line with the hatch ends. The fore and aft deck girders are cracked right through in several places, the pillars are more or less broken or cracked in parts and the hatchway side coamings are cracked.

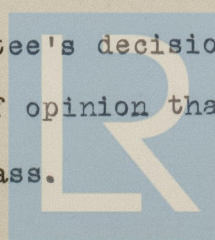
The vessel, while lying stranded, was partly held by the pier on the starboard side, while the after end was entirely unsupported and would be subject to severe torsional and shear forces.

It is considered that the effectiveness of the concrete and probably that of the reinforcement, comprised in the side slabs and frames and in other parts, has been destroyed for two-thirds the length of the vessel and would require to be rebuilt. In addition, the concrete in the deck slab, the shell of bottom, the bulkheads and hatchway coamings has been so affected as to necessitate extensive repairs, if not actual rebuilding!

The Surveyors add that if such repairs were economically possible it is doubtful whether the work could be so effected as to place the vessel in a condition equivalent to that which existed prior to the damage in question, and in all the circumstances they were unable to recommend the continuance of her classification.

The Classing Committee had the case under their consideration on Friday, 11th instant, when it was decided to make a record in the Register Book of "In port damaged 1,21" and to expunge the class.

The Owners were duly informed and in reply enquired whether from the Committee's decision they are to understand that the Society is of opinion that the vessel could not be repaired to regain her class.



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If not, they desire to know what are the Society's recommendations for the purpose of regaining the class as before the accident.

*W. W.*

17th February, 1921.

*General Committee*

*Thursday, 17<sup>th</sup> February, 1921.*

*Recommendation of Classing  
Committee adopted.*

*Copy of Surveyors' report to be  
sent to Owners*

*af*

*W. W.  
a. x*



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