



Lloyd's Register of Shipping,

LONDON.

REC'D 31 JAN 1921

ANSO

71, Fenchurch Street, London, E.C. 3.

31st January, 1921.

Please address
further communication
on this subject to
THE SECRETARY
and quote the following
initial.

Dear Sir,

Motor Concrete Vessel "VIOLETTE".

I beg to report that in accordance with instructions received I visited the above vessel at Southend on Tuesday, the 25th January, 1921, accompanied by Mr McGill, representing the Owners, with a view to ascertaining in a general manner the extent of the damage stated to have been sustained by the vessel colliding with the Pier and stranding caused by stress of weather.

On arrival at Southend it was found that the vessel had been removed from the Pier and at that moment was being transported by the Salvage Steamer "REFLOATER" to a safe berth on the beach, in order to be prepared for her journey up River to a dry dock.

The appearance of the vessel from a rowing boat gave the impression of being slightly hogged amidships and a line stretched on the deck on portside appeared to confirm this, although it was not possible to take very accurate measurements. The deck on each side shewed several surface cracks, and the girder on the deck between the hatch ends is severed close to the fillet, especially on the portside at forward end of No.2 hatchway. The vessel has sustained damage to houses and other minor details, caused by colliding with the Pier. The hold and fore peak were flooded due to holes on starboard side, but the motor room is apparently intact and no water was observed in that compartment.

The vessel was again visited at daylight on Wednesday, the 26th January, whilst lying on the mud, when it was found that she was bilged in three places on starboard side (two in the 7th bay from the motor room bulkheads, and one in the fore peak). The starboard bilge keel was partly carried away and part damaged. The cement in way of plating at stern post was found started. Many hair line cracks were observed:- in the midship body running diagonally, in the forward body running towards the stem, and in the after body to the stern; also some signs of horizontal cracks. The marks shewn on the skin are in close proximity to those on the deck. So far as could be seen none of these cracks are of an extensive nature.

The inside of the vessel could not be satisfactorily examined owing to so much cargo, sand and salvage gear lying in the hold.

These remarks are only intended to give a general impression of the vessel's condition so far as it could be seen, in very unfavourable circumstances.

The Secretary,

LONDON.

I am, Dear Sir,

Yours faithfully,

W 781-0079

This vessel will be examined in dry dock
W. J. P.
26th Jan 1921
London

Referred to the Chief of **IX** Surveyor.

31 JAN 1971

Also for Mr. B. A. Hill to note.

ca.

DEPT OF AGRICULTURE

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Foundation