

GROSS 234.0
UNDER DK. 2735
2036
NET 1996

RETAIN

of Brest

27th February 1920.

D. NICHOLAS and G. DEMAREST

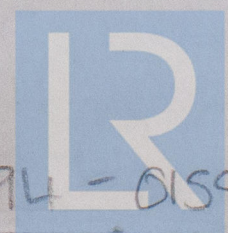
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the Brock Steamship Corporation, as Owners representatives, survey the wooden screw steamer " NATHENNA " of Orange, 3343 tons gross, Captain Dooley, master, while lying afloat loaded with coal in the Commercial Harbour of Brest upon the 13th of February 1920 and subsequent occasions for the purpose of ascertaining the nature and extent of the damage stated to have been caused by heavy weather between the 31st January and the 2nd of February 1920 while on the voyage from Swansea to Casablanca, and of making such recommendations for temporary repairs as would be in the interest of all parties concerned, the vessel having put into the port of Brest leaking and unable to keep the water under.

NOTE - This vessel had the bunkers and machinery fitted aft, and amidships there is a deep tank extending up to the lower deck, which on this voyage was filled with additional bunker coal.

The vessel is stated to have left Swansea loaded with coal on a draft of 24'-6" forward, and 24'-9" aft == 24'-7 1/2" mean; the sounding in the holds being 2'-0" forward and 1'-1" aft.

Upon the vessel's putting into Brest, the draft is stated to have been 25'-0" forward and 23'-9" aft == 24'-4 1/2" mean, and the soundings in the holds were 4'-4" forward and 4'-0" aft == 4'-2" mean.



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W794-0159 1/2

Second Surveyor's Report
The inclusive of
Committee's Minute

FOR FURTHER PARTICULARS SEE LOG BOOKS .

UPON EXTERNAL AND INTERNAL EXAMINATION AS FAR AS POSSIBLE
IT WAS FOUND .

- 1 / that the bilge suction pipe lines on each side of N°1 and of No.3 holds were choked .
- 2 / that a leak was visible in the well at the after end of the engine - room , between the heels of both frame timbers of the after peak bulkhead and the centre keelson .
- 3 / that the water in the fore-peak fresh-water tank was still quite fresh .
- 4 / that the bilge chain for clearing limber holes on each side of ship from fore-peak bulkhead to stokehold were working freely.
- 5 / that the waterway seams of the exposed part of the main deck were spacing their caulk.
- 6 / that some deck seams in the centre between the after end of the after hatchway and the poop front bulkhead were somewhat started also a number of butts slightly opened on each side of deck.
- 7 / that several scarfs of the thick waterway on each side were slightly started .

AS A TEMPORARY MEASURE ,

in order to avoid discharging the cargo at Brest and to permit the vessel to continue her voyage to Moroccan ports , whence she might proceed in ballast to a port of repair for further examination in dry dock,

IT WAS RECOMMENDED .

- 1/ that the additional bunker coal in the deep tank be removed and placed in the after bunkers now partly emptied and the remainder placed at the after end of the deck; a 4" sluice valve be fitted on port and starboard sides of the fore and the after bulkheads of the deep tank to permit the water in the holds to drain into the tank and be pumped therefrom by the two existing 3 1/2" suction. These sluice valves to be worked by

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rods carried up to the tank-cover and the fore ones on the bulkhead , to reach which a plank gangway is to be fitted from the tank ladder to the head of the rods .

- 2 / that the leak into the after well be stopped as far as possible by wedging, a coffer-dam of timber be built over the well so as to confine the water to that compartment , the three suction be removed from the well and be placed in the space next before it. The coffer-dam to be solidly constructed and caulked , attached to the frame timber but not to the skin plating against which it is to be made watertight by felt .
- 3 / that a strong eyebolt be drawn into the port and the starboard frame timber of the after peak bulkhead , with a neck-plate secured by 4 coach-screws a little above the level of the top of the centre keelson, the 2 eyebolts be joined by a chain fitted with a tightening screw in order to draw the two sides together and to counteract the effects of the wedging.
- 4 / that the caulking of the waterway and deck seams and butts be overhauled and made good.
- 5 / that both peak tanks be pumped out to permit of internal examination and afterwards re-filled .

Upon subsequent visits it was found by soundings that, by means of the ship's pumps only, the water was reduced in the holds to normal conditions, say a mean of eight inches, the better trim of the vessel by the stern allowing the water to run freely through the limber-holes to the pumps - the draft of the ship being then 21'-10" forward , 25'-7" aft == 23'- 8 1/2" mean and all coal being out of the deep tank and stowed aft .

Saunder Nichols

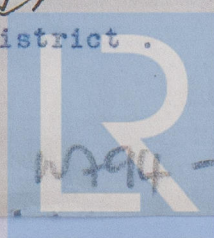
Principal Outdoor Surveyor for the London district

A. Demarest

Surveyor for Nantes and district .

Fee and Expenses.?

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