

WEST HARTLEPOOL.

31st. OCTOBER, 1907.

-----JOSEPH THOMSON-----

Messrs. Furness, Withy & Co.Ld., the Builders and then Owners, survey the new screw steamer "CALCUTTA" of London, when afloat alongside the Builders Yard at West Hartlepool, on the 14th. October, 1907, and following days, for the purpose of ascertaining the damage stated to have been sustained through being in collision with the s.s. "BARDISTAN", on the 12th. October, 1907, when moored alongside of the Builders Yard being completed.

On examination found on Port Side:-

No. 4 plate of bridge sheer strake scored and indented and one (1) frame in way of same slightly bent.

BOATS' DECK:- Nos. 1,2,3,4 and 5 frames bent and twisted.

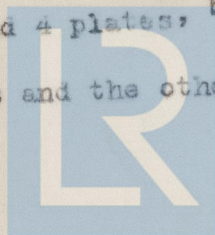
No. 1 beam connected to casing, Nos. 2,3, 4 and 5 beams, bent and twisted.

The gusset plate and foundation angle to No. 1 frame bent.

Eight knees (two (2) to each of Nos. 2,3 and 4 beams and one (1) to each Nos. 1 and 5) bent.

One (1) pitch pine deck ribband broken.

DECK HOUSE:- Nos. 1,2,3 and 4 plates, bent. One (1) of these plates flanged on both edges and the other three (3) on one edge for stiffener).



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One (1) tie plate at fore end and two (2) on side of house, and the top angle on side of house, bent.

ENGINE ROOM CASING:- Two (2) side plates with three (3) stiffening angles and brackets bent.

The tie plates and top angle to skylight bent.

THE UNDERSIGNED RECOMMENDED ON PORT SIDE:-

No. 4 plate of bridge sheer strake to be removed, faired and replaced, one (1) elbow scupper in same to be removed and refitted, and one (1) frame in way of same to be faired in place

BOATS' DECK:- Nos. 1, 3 and 4 frames to be renewed, and Nos. 2 and 5 to be removed, faired and replaced.

Nos. 1, 3 and 4 beams to be renewed; No. 2 to be removed, faired and replaced; and No. 5 to be faired in place.

The gusset plate and foundation angle to No. 1 frame to be removed. faired and replaced.

One (1) beam knee to be renewed and seven (7) to be removed, faired and replaced.

One (1) pitch pine deck ribband to be renewed.

DECK HOUSE:- Nos. 1, 2 and 3 plates to be removed, faired and replaced, and No. 4 plate to be faired in place.

A sidelight in each of Nos. 1 and 3 plates, and a wood door and frame in each of Nos. 2 and 4 plates, to be removed and afterwards refitted.

The margin plank on bridge deck at side of house to be removed and afterwards refitted.

Three (3) beams and six (6) knees to be removed, faired and replaced.

One (1) tie plate at fore end and two (2) on side of house, and the top angle on side of house, to be removed, faired and replaced.

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ENGINE ROOM CASING:-Two (2) side plates with three (3) stiffening angles and brackets to be removed, faired and replaced.

The tie plates and top angle to skylight to be removed, faired and replaced.

Three (3) lengths of copper pipes to be removed and afterwards refitted.

The vessel to be placed in dry dock for examination and the damage, if any, that may be found to be made good.

The whole of the foregoing recommendations were made in order to place the vessel in as good and efficient condition as it was in before the damage in question was sustained.

*J. Thomson*

Fee-----£2.2.0.

Discount 10%---- 4.0.

£1.18.0.



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