

Baltimore, Md.

September 19th, 1917.

Harry Arthur Stewart

the Master attend on board the Steamer "Harewood" of London for the purpose of ascertaining the nature and extent of damage stated to have been sustained (1) By being struck on Starboard side at poop by unknown steamer on 20th July at 1:5 a.m. while on a voyage from Andros to Suda Bay.

(2) By heavy weather on various dates while on a voyage from New York 16th March to London 4th April.

(3) While coaling H.M.S. "Edgar" on the 7th June 1917 (Port Side)

(4) While coaling H.M.S. "Eglin" on the 11th June (Starboard Side)

For further particulars see Ship's Log Books.

On the 6th September 1917 the vessel then lying at anchor outside Baltimore harbour and subsequently when vessel was placed in dry dock made examination and found:

(1) By Collision. The Poop plating on Starboard side and poop framing and poop bulkhead set in for about four feet at and above the upper deck.

The beams of poop deck and poop deck stringer plate badly buckled and bent.

It was found impossible on account of war conditions to obtain the 6" bulb angles for poop deck beams or the 7" bulb angles for



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the poop side frames (continuous) without considerable delay to vessel. In consequence the following repairs were recommended and effected:

Sheer Strake:- One plate removed, faired and refitted.

Two plates faired in place.

Poop Side Plating:- Two plates renewed one 26'x 6'-6" and one 13'-0"x 6'-6"

Eight 7"x 3½ x ½ bulb angle frames cut at upper deck and renewed with 8"x 3½ x ½ bulb angles bracketed to upper deck.

One angle bar frame cut and part renewed.

Four poop deck beams cut at suitable shift of butts faired and refitted with back bars at butts.

Three poop deck half beams removed faired and refitted.

Three poop deck beams faired in place.

Upper deck stringer plate renewed.

Upper deck gunwale bar renewed.

Poop deck stringer plate 16'-0"x 2'-10" renewed.

Stringer plate aft of this faired in place.

One poop deck plate next strake to stringer, 10'-0 x 5'-6" renewed.

The next plate in this strake removed faired and refitted.

The Poop Bulkhead coaming plate removed faired and refitted.

The Starboard wing plate of bulkhead 7'-6" x 6'-6" renewed.

Bulkhead side angle bar with staple top and bottom renewed.

Two Bulkhead stiffeners 6"x 3½"x ½" renewed.

Poop deck gunwale bar renewed for about 25 feet.

One Bulwark plate removed faired and refitted.

Thirty-five feet of bulbangle bulwark rail removed faired and refitted.

Three Bulwark stanchions removed faired and refitted.

Half round bending bar at poop and upper deck removed faired & refitted with part new.

Rails and stanchions on poop for about 15 feet faired or repaired with part new.

Two mooring bitts, mooring pipe, wire reel, port light frames.



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ammunition locker and other fittings removed for access to repairs now refitted in good order.

After peak tank tested. Poop deck and upper deck hose tested.

(2) By heavy weather.

FOUND

RECOMMENDED

The rudder pintles loose and torn.

That the rudder be lifted. The locking pintle be renewed. Three pintles be removed, faired & refitted. That six bushes be fitted to gudgeons and rudder refitted.

Twelve rivets loose in rudder arm.

That these be renewed.

Steering chains strained.

That these be removed, annealed, defective links renewed and all refitted.

Three zinc plates washed off stern post.

That these be renewed.

Rivets loose in centre line bulkhead in after peak and into tunnel top.

That these be cut out and renewed.

One lead bilge suction pipe broken in tunnel.

That it be repaired.

(3) By H.M.S. "Edgar"

One length of bilge keel port side badly buckled and rivets in vicinity loose.

That it be removed faired and refitted and loose rivets cut out & renewed.

(4) By H.M.S. "Raglin"

The Starboard Bilge keel badly buckled & bent & about 100 rivets loose.

That one length of bilge keel be removed faired & refitted. That about 20ft in all in four places be faired in place & about 100 rivets be renewed.

Fee \$150.00

*Sgt. H. A. Stewart*  
Surveyor to Lloyd's Register.