

G L A S G O W,

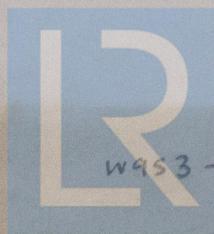
13th October, 1917.

W. MACLEOD and C. J. MILLAR,

the Owners' representative survey the Steel Screw Steamer "CLAN MACPHERSON" of Glasgow, 1779 tons gross register when in Goven Dry Dock on Monday 20th August, 1917 and subsequent dates for the purpose of ascertaining the nature and extent of damage stated to have been caused through collision with S.S. "SCINDIA" of Glasgow, in a fog, on the 24th July, 1917, when off Corsewell Point whilst on a voyage from Norfolk, U.S.A. to Manchester, vessel loaded with grain. On Port Side abreast Boiler space and extending from Bridge deck to turn of bilge, the shell plating, main frames and deck beams were crushed in and the stringers and decks in way of same buckled, the engine and boiler spaces and Nos. 2, 3, 4 & 5 Holds were flooded and the vessel afterwards beached.

For further particulars please see log books.

On examination:-



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FOUND.

RECOMMENDED.

Shell Plating - Port Side

Amidships:-

M strake:- No. 1 plate badly buckled and set in and half round iron moulding broken.

Plate be renewed and half-round moulding be cropped and part renewed.

L strake:- No. 1 plate badly buckled and set in.

Plate be renewed.

No. 2 plate set in.

Plate be removed, faired and replaced.

K strake:- Nos. 1 and 2 plates badly buckled and set in.

Two plates be renewed.

J strake:- No. 1 plate slightly set in.

Plate be faired in place.

No. 2 plate badly buckled and set in.

Plate be renewed.

H strake:- Nos. 1 and 2 plates badly buckled and set in.

No. 2 plate be cropped and No. 1 plate be renewed and extended into cropped plate.

G strake:- Nos. 1 and 2 plates badly buckled and set in.

No. 1 plate be cropped and No. 2 plate be renewed and extended into cropped plate.

F strake:- Nos. 1 and 2 plates badly buckled and holed.

Two plates be renewed.

Two lengths of Bilge Keel and T Bar on F strake in way of repairs.

To be removed, faired and replaced.



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W453-0101 2/9

FOUND.

Main Frame - Port Side

numbered from aft:-

Nos. 84 to 92 inclusive badly crushed in, buckled and fractured.

Nos. 82 and 83 badly bent and fractured.

No. 93 set in and bent.

Tank Margin Brackets:-

Nos. 83, 85 and 91 buckled.

Nos. 82, 84, 86, 87, 88, 89, 90, 92 and 93 bent.

Bridge Deck Plating.

Two deck stringer plates set down and badly buckled.

One deck plate and bunker hatch coaming bent.

Stringer angle bar badly buckled and fractured.

Four rail stanchions and rails badly bent and three rail stanchions carried away.

One fairlead on stringer plate carried away, and one small bollard in way of repairs.

RECOMMENDED.

Nine main frames extending from Bridge Deck to Tank margin be renewed.

Two frames be cropped and part renewed.

Frame be removed, faired and replaced.

Three tank margin brackets be renewed.

Nine tank margin brackets be removed, faired and replaced.

Two plates be cropped and part renewed.

Deck plate and coaming be removed, faired and replaced.

Stringer bar be cropped and part renewed.

Four rail stanchions with rails be removed, faired and refitted and three renewed.

Fairlead be renewed and bollard be removed and afterwards refitted in place.



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FOUND.

After ventilator coaming and lower ventilator between bridge and upper decks badly buckled.

Wash deck service pipe in way of repairs.

spring relief valve and switch cock broken.

Bathroom House:-

Two deck house plates badly buckled and set in.

Stringer plate on top of deck house badly bent.

One Port side light (complete) broken and one sidelight glass broken.

Wash deck service pipes on top and inside of deck house also officer's bath, sanitary tank with all pipes and connections in way of repairs.

Wood deck on top of deckhouse in way of repairs.

RECOMMENDED.

To be renewed.

To be removed and afterwards refitted in place.

To be renewed.

To be renewed.

To be renewed.

One port sidelight to be renewed (complete) and fitted, and one sidelight glass be renewed.

To be removed and afterwards refitted in place as before and renewed as found necessary.

Deck planking and covering board be removed to effect repairs and afterwards replaced (part new) caulked and payed with marine glue and covered with canvas.



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W953-0101479

FOUND.

Two lifeboat davits at side of deckhouse, carried away and bent.

Lifeboat carried away, brushed and broken.

Bridge Space Bunkers:-

One upper deck stringer plate badly set down and buckled.

Stringer angle badly bent and fractured.

Two deck plates buckled between beams.

One deck plate bent.

Bridge deck Beams:-

No. 91 Thro' Beam badly bent at end.

Nos. 86 to 90 inclusive (Garlin Beams) bent at ends where attached to ship's side.

Two sidelights on bridge deck sheer strake plate broken.

RECOMMENDED

To be removed, faired and refitted.

New lifeboat be supplied with outfit complete as per Board of Trade regulations and fitted in place with new wood chocks. Blocks renewed and fitted in place and rope falls and wire guys renewed.

To be renewed, cement chocks in way cut out and renewed.

To be cropped and part renewed.

To be removed, faired and replaced.

To be faired in place.

To be cropped and part renewed with strap in way of crop.

Five beams to be renewed.

To be renewed and fitted on shell plate.



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W 953-0101 5/9

FOUND.

Wood Bulkhead in bunker space and Telegraph wires and casing in way of repairs.

"Tween deck" Bunker:-

Nos. 85 to 90 inclusive upper deck beams (carlins) bent with brackets to same at ship's side.

Nos. 84 and 91 Thro' beams bent at ends with brackets to same.

Two main deck stringer plates badly buckled.

Stringer doubling plate badly buckled.

One deck plate set down.

Hatch coaming angle on stringer plate bent and fractured.

Stringer angle and shell lugs bent.

Scupper pipe at forward end of bunker broken and air pipe in way of repairs.

Bunker Pocket side Plating:-

One plate badly buckled.

One plate buckled.

RECOMMENDED.

To be removed and replaced after repairs with part new as necessary.

Six beams be removed, faired and replaced.

2 Beams to be faired in place and brackets renewed.

To be cropped and part renewed, with one plate.

To be removed, faired and replaced.

To be faired in place.

To be renewed.

To be cropped and part renewed. Cement chocks to be cut out and renewed.

Scupper pipe be renewed and air pipe be removed to effect repairs and replaced with part new.

To be renewed.

To be removed, faired and replaced and part cropped and renewed.



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w953-01016/9

FOUND.

Deep Tank pipe badly crushed.

Engine & Boiler Space:-

Main deck beam (carlins) Nos. 85 to 90 inclusive bent at ends.

Two side stringers, consisting of intercostal plate, shell chocks, deep angle and bracket at fore and after ends, badly buckled and bent.

Two stanchions under deck in stokehold bent.

Screen Bulkhead plating on Frame No. 82 forming Web Frame badly buckled. with angle stiffeners on same.

Screen Bulkhead (corrugated iron) between engine and boiler rooms destroyed and distorted.

Rider plate on port boiler stool bent.

Stokehold and Engine Room flooring in way of repairs.

Holes cut in bunker and engine room bulkheads for salvage pipes.

Two fresh water tanks in way of repairs, the lower tank plate being buckled.

RECOMMENDED.

To be renewed.

Six beams be removed, faired and refitted.

To be renewed for a length of 11 frame spaces.

To be removed, faired and replaced.

To be part removed, faired and replaced and part renewed.

To be renewed.

To be renewed.

To be removed and replaced with part new as necessary.

Doubling plates to be fitted over holes, riveted and made made watertight.

To be removed with all connections and replaced and lower tank plate repaired.



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Bilge and tank pipes in way of repairs.

Cement in bilge in way of damage.

Ceiling and Sparring:-

Port Bunker pocket, deep tank No.2, 4 & 5 holds and tween decks flooded with water.

Double bottom tanks in way of Nos. 2,3(deep tank) 4 & 5 holds and in engine & Boiler space in way of repairs.

Painting

RECOMMENDED.

To be removed for access, cleared where necessary and afterwards replaced.

Temporary repairs to be cut out, bilge spaces cleaned and cement washed.

Ceiling and sparring to be removed, bilges cleaned out and ceiling and sparring replaced and renewed where destroyed.

To be cleaned out, filled with water and tested. Tank tops to be coated with tar and cement dusted.

Owing to vessel being submerged all iron work including bulkheads deck plating, beams, ship's side and bilge brackets in Nos. 2, 3, 4 & 5 holds, engine room, stokehold and bunker and Tween decks scraped, cleaned and coated.

All dirt to be removed ashore and holds put in good order for cargo.

All new and distrubed work to be painted as before.

All/



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Painting (contd.)

A Bower anchor and 45 fathoms of cable stated to have been lost.

RECOMMENDED.

All sounding, air, scupper, suction and soil pipes and rose-boxes in way of Nos. 2, 3, 4 & 5 holds removed to effect repairs and afterwards replaced and rejointed and renewed where necessary To be renewed.

The foregoing recommendations were made in order to place the vessel in the same good and efficient condition as she was in prior to the casualty.

Attached is a list of stores etc. stated to have been lost at time of collision or consumed in subsequent salvage operations.

M. MacLeod
C. J. Millar
Surveyors to Lloyd's Register.



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