

NEWCASTLE - ON - TYNE.

26th. July, 1915.

-----T. S. SHUTE-----

The Owners' representative survey the S.S. "CYMBELINE" of Liverpool, 4505 tons (gross register) for the purpose of ascertaining the amount of damage stated to have been sustained whilst engaged on Admiralty work, through collision and grounding on the following dates and with the undermentioned vessels:-

Collision with H.M.S. "CARLAND",	2nd. August, 1914.
" " " "ARDENT",	23rd. August, 1914.
" " " "HOPE",	2nd. November, 1914.
" " " "KREMLIN",	6th. April, 1915.
" " " "COWRIE",	25th. April, 1915.
Grounding whilst loading.	27th. April. 1915.
Collision with S.S. "DIVIS",	1st. June. 1915.
" " S.S. "POTOMAC"	9th. June. 1915.
" " S.S. "OWRAL"	8th. July. 1915.
" " S.S. "ERIVAN"	8th. July. 1915.

For further particulars see log books.



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S.S. "CYMBELINE".

On examination of the vessel as she lay in Messrs. Smiths Dry Dock Co., at South Shields, on the 13th. July. 1915, and subsequent dates the following damage was found and the undermentioned recommendations in accordance therewith were made:-

Damage.Recommendations.

Low part of stem set over to port side on landing between N & E & F strakes. (Top of stem scarp being at 22'0" mark) Nos. 1 plates of E & F strakes both port and starboard sides, slightly buckled, and 25 stem rivets started.

The lower part of the stem to be removed, faired and replaced. Nos. 1 plates of E & F strakes, both port and starboard side to be faired in place.

Numbering from forward.

Starboard Side. No. 1 D strake (steeler) buckled.

To be removed, faired and replaced.

Starboard Side. No. 3 E strake slightly buckled.

To be faired in place.

Numbering from Aft.

Port Side. No. 4. G. Strake buckled.

To be removed, faired, and replaced.

Port Side. Nos. 5 & 6. H. strake slightly buckled.

Both to be faired in place.

Port Side. No. 7 in F strake badly scored and indented.

To be renewed.

Numbering from forward.

Starboard Side. No. 4 sheerstrake slightly buckled.

To be faired in place.



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(3)

S.S. "CYMBELINE".

FOUND.

RECOMMENDED.

Starboard Side. No. 5 sheerstrake To be renewed, faired and buckled. replaced.

Starboard Side. The forward plate To be faired in place. in the lower strake of Bridge side plating slightly indented.

Numbering from Aft.

Starboard Side. No. 3 sheerstrake To be faired in place. slightly indented.

Numbering from forward.

Port Side. No. 5 sheerstrake To be removed, faired and buckled. replaced.

Port Side. The after midship boat To be removed, faired andavit badly bent. replaced.

Port Side. The bulwark plate at To be removed, faired andain rigging buckled. replaced.

Port Side. Fore deck gangway rails The two stanchions to be and two stanchions bent faired in place, and the gangway rails to be removed and faired.

Port Side. No. 4 bulwark plate on To be faired in place. fore deck numbering from forward slightly buckled.

Port Side. The lower bar at this part slightly To be faired in place, and in order to carry out this

Port Side. The lower bar at this part slightly To be faired in place, and in order to carry out this repair a water service pipe would have to be removed.

Starboard Side. On the forecastle The two stanchions to be faired and re-riveted and the

Starboard Side. On the forecastle three other stanchions with the rails to be faired in place and repaired as found. The two stanchions to be faired and re-riveted and the three other stanchions with the rails to be faired in place and repaired as found.

(4).

S. "CYMBELINE".

FOUND.

RECOMMENDED.

Starboard Side. No. 3 bulwark plate
numbering from forward on the fore
deck buckled.

Two rail bars in way of the above
set in at the butt.

Port Side. In the third strake be-
low the sheerstrake abaft the
bridge, one shell plate indented on
upper edge and 23 of the seam rivets
started.

Port Side. In the second strake
the sheerstrake abaft the bridge
one shell plate slightly buckled.

None of the above recommendations were carried out as the vessel
was urgently required for Admiralty purposes with the exception
of the 23 steam rivets and the 23 rivets on the port side in the
shell seam abaft the bridge between the second and third strakes
below the sheerstrake which were renewed as a temporary repair, &
the caulking in way of same made good so as to place the vessel
in an efficient condition. The port after midship boat davit was
removed and faired at this time and the forecastle rails and
stanchions together with the gangway rails and stanchions on the
port side of the fore deck were also made efficient in accordance
with the recommendations.

necessary.

To be removed, faired and
replaced.

The butt connection to be
cut adrift and the two rail
bars to be faired in place.
To be removed, faired and
replaced.

To be faired in place.

REG. 5.5.0.

Surveyor to Lloyd's Register of Shipping.

Thomas S. Shube.

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