

ST. JOHN'S Nfld.

16 September 1898

S.S. Strathleven.

This is to certify that we the undersigned, A Jackman Master Mariner, and A D Brown, Engineer and Surveyor to the "Bureau Veritas", having been called by Bowring Brothers, Loyd's Agents, and with the consent of the Captain, to survey the S.S. Strathleven of Glasgow, 2436 tons gross, towed into Port by the S.S. Delano, having broken shaft whilst on a voyage from Havre, Dunkirk, and Fowey, bound to New York, for particulars see ship's log.

On examination found the after peak full of water, No 4 hold with 7 to 8 feet water, which was running through after peak bulkhead, ships donkey pump and Weirs feed pump working full on No 4 hold, and in the still water of the Harbour could just hold their own.

DISCHARGE CARGO

No 4 HOLD

Recomended that Ship be placed alongside of wharfe where storage for cargo could be obtained, and that cargo be discharged from lower No 4 hold.

EXAMINATION
OF SHIP

On further examination of ship lying at Bowring Bro's wharfe discharging cargo, found after hatch had been opened to jettison cargo to lighten ship, for further particulars see ship's log, cargo badly damaged by water.

EXAMINATION OF
MACHINERY

On examination of propellor in water, found shaft hard back against rudder post and laying at such an angle as to lead to beleif that stern tube must be broken.

On examination in tunnel, which had then about 12 inches of water on bottom, found the coupling bolts in after couplig all broken, and couplings about 3 inches apart, and fore end



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tipped up, water running in freely around flange of tube,
Found ship's ballast donkey working at its full capacity
on No 4 hold, and that Weir's feed pump for main boilers
had been disconnected from hotwell and boilers, and the
feed pipes and suction pipes from main engine bilge pump
had been cut and attached so as to pump from engine-room
bilges on to deck and over ship's side and working at its
full capacity.

PUMPING

CONTINUED

Recomended that pumping be continued continuously,
and cargo discharging to permit of further examination.

Sept 8

9 A M

Pumps have been kept working full bore all night,
water considerably reduced in No 4 hold, but after peak
has still too much water to make examination of stern tube.

6 P M

Pumps kept going but not making any gain on water in
after peak, therefore recomend that ship be placed on Dry
Dock so as a thorough survey may be held.

Sept 10

SURVEYED SHIP

Surveyed ship on James Angel & Co's Dry Dock,
Found tail end shaft broken at forward end of after
sleeve, it is a scarf break of about 12" long.
Stern tube smashed in pieces in way of break in shaft,
After peak bulkhead started in way of stern pipe,
Tunnel shaft bearings started and twisted out of line.

PLATFORM IN
ENG ROOM

Wood platform at back of engines torn up for the
leading of temporary bilge pipes, rose boxes broken Etc.,



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TANKS ETC.

Fresh water tanks in No 4 hold floated and pipe connections broken, sounding pipes and sluice rods in after peak broken.

DECKS

Deck damage caused by jetisoning of cargo and sea while laying broken down.

STEERING
GEAR

Steering rods bent and strained from cargo striking them while being jettisoned, steering chain sheaves started and strained while laying in the trough of the sea while broken down.

After peak manhold hinges broken, two stancheons in No 4 hold broken,

HATCHES

Hatches for No 4 hatch broken, tarpaulina for same torn and lost,

Boom crutch for No 4 hatch bent and broken.

Steam pipe covers washed up and broken,

Main rail in way of No 4 hatch broken,

Winch pipes on deck started and burst in several places
Covering board on port side of saloon deck started,

BOATS

Engine room skylights broken and started.

No 3 life-boat badly stove and skids started,

Dingy boat carried away and skids started,

PORTS

Relieving port on starboard side carried away,

Port gangway, No 3 hatch and starboard gangway No 4 hatch burst open by sea, hinges broken and strained,

Starboard sidelight screen and holder stove in and lamp smashed.

COMPRESSORS

Cable compressors strained and broken from towing by cable chain.

FORECASTLE

DECKS

Forecastle deck strained and bitts started from towage, Topgallant forecastle deck strained and leaking, rails broken down from tow ropes, compressors for wire rope broken Mizen topmast stay carried away,

Funnels for galley and cabin stoves carried away by sea,

Several windows in saloon and after wheel house broken by sea.

Deck pump for fresh water damaged by wreckage of boat,

BOILER CASING

Iron covers on stokehold gratings bent and damaged by the sea, ash chute carried away, canvass cover for engine-room sky light carried away, sundry sails, awnings, and tarpaulins, covers and bridge-cloths Etc torn and burst by sea and wind.

CABLES

Manila hawser and several lines parted and cut up while being towed.

CABIN STORES ETC

Considerable cabin stores stowed in after peak damaged by water, cabin and galley utensils broken by ship rolling in the trough of the sea while broken down, for particulars of same see first officers log.

REPAIRS

We would then recommend that the following repairs be carried out with despatch,
Propellor to be removed from broken shaft and stern tube taken out and new steel shaft and cast iron stern tube be fitted, that crank and tunnel shafts be carefully examined to see that no damage have resulted from the undue strain,



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Tunnel shaft bearings be lined up and made good,

ENGINES

That main engines be thoroughly examined in case of any damage resulting from racing of same, from the breaking of shaft,

PUMPS

Ballast donkey pump be overhauled and made good,
Weier's pump be repaired and bucket and valves made good from damage resulting from pumping bilges,

All pipes cut and damaged be removed and made good,
Roseboxes renewed, engine room platform made good Etc.,

DECK

All damage to deck to be made good,
Sails, tarpaulins, covers, Etc, repaired and renewed where necessary,

New hawser and rope be supplied,
A good second hand life boat be supplied, and new dingy,
and what necessary stores lost or damaged, refunded for the completion of the voyage be supplied at this port,

BILGES

Bilges of No 4 hold to be cleaned of damaged and loose cargo, where ceiling has been broken and floted up, to be repaired, hold to be cleaned and painted.

TANKS

Fresh water tanks secured and connections made good.

DECK CAULKED

Forecastle deck to be caulked.

See \$100.00

A. D. Brown
J. J. J. J.