

LLOYD'S REGISTER  
Recd. 5 MAY. 1925  
Ansd.  
LONDON

RETAIN

Barrow - in - Furness.

4th May 1925.

WILLIAM COWIE

*Building to  
class 100A1  
(J.B. not yet rec'd)*

Messrs Vickers Limited, survey the T.S.S. "CARINTHIA" building by them, whilst she was lying alongside their wharf in the Buccleuch Dock, Barrow-in-Furness, on the 26th March 1925 and subsequent dates, for the purpose of ascertaining the nature and extent of damage stated to have been caused through an outbreak of fire in No.2 lower 'tween decks on the morning of the 25th March 1925. The fire was stated to have been caused by the fusing of an electric cable.

FOUND

F. Deck - Starboard Side:-

Veitchi deck covering broken.

Six deck plates and one stringer plate buckled.

RECOMMENDED

Veitchi deck covering to remove and renew.

Four deck plates to crop and renew.

One plate to remove, fair and refit.

One deck plate and one stringer plate to fair in place.

Bulkhead foundation bar to crop and refit to admit of removal of plates.

Three pillars to be removed and refitted.



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FOUND

(2)

Three deck beams and one hatch end beam buckled.

Channel girder and intercostals underdeck buckled.

Deck - Starboard Side:-

Pump Room Fore and Aft Bulkhead:-

Three plates and stiffeners buckled

Deep tank ventilator between F and G deck slightly buckled.

No. 191 Bulkhead between F and G Deck - Starboard Side:-

Two plates buckled and four stiffeners bent.

Insulation on fore side of No. 191 bulkhead between F and G decks, starboard side, destroyed by fire and water, also J. D. flooring for about 5 feet forward of bulkhead destroyed by water.

Insulation on fore side of No. 191 bulkhead between F and G decks, port side, lower portion destroyed by water and part flooring destroyed.

RECOMMENDED

Three beams to crop and renew from centre line to ship's side and back bars to be fitted at butt.

Hatch end beam to be faired in place and fitted with web and rider plates. Girder to be cropped and faired.

Intercostal plates renewed and bosom strap and side angle to be fitted.

Three plates to remove, fair and refit. Three stiffeners to remove, fair and refit.

Four deck lugs and four beam collars to remove, fair and refit.

To be faired in place.

Two plates to crop and renew and four stiffeners to remove, fair and refit. One pillar to remove for access and refit.

Insulation to be stripped and renewed, and J. D. flooring to be cut out and renewed.

To be renewed.

RETAIN



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FOUND

RECOMMENDED

Insulation under F and G decks to be removed for one beam space forward of No.191 bulkhead to allow of repairs and testing of deep tank, to be replaced (part new).

Deep tank to be tested and made tight. Riveting and caulking of steel work adjacent to fire damage to be overhauled and made good.

The 'tween decks between frames 172 and 191 to be thoroughly scraped, cleaned and coated with three coats of approved paint.

All new and disturbed work to be coated with three coats of approved paint.

Damaged electric wire for temporary lights to be renewed.

The whole of the work to be carried out in an efficient and workmanlike manner, together with all incidental removals and repairs, so as to place the vessel in the same condition as before the casualty occurred.

**RETAIN**

*Wm Cowis*

F B E:- £7 - 7 - 0.

Surveyor to Lloyd's Register.

*191*

*Failure to note*  
*27/1/1900*

*Refer to the Chief Engineer's Report  
Reference to the Chief Ship Officer's*



RECEIVED

NOV 1925

Insulation under F and G decks to be removed for one beam space forward of No. 191 bulkhead to allow of repairs and bedding of deep tank, to be re-placed (part new).

Deep tank to be tested and made tight. Riveting and caulking of steel work adjacent to fire damage to be overhauled and made good. The 'ween decks between frames 172 and 191 to be thoroughly scraped, cleaned and coated with three coats of approved paint. All new and disturbed work to be coated with three coats of approved paint. Damaged electric wire for temporary lights to be renewed. The whole of the work to be carried out in an efficient and workmanlike manner, together with all incidental repairs and repairs, so as to place the vessel in the same condition as before the casualty occurred.

RETAIN

*Wm. J. Jones*

27 - 7 - 0.

Surveyor to Lloyd's Register.

Referred to the Chief Ship Surveyor, and the Chief Engineer Surveyor.

*WJ*

5 MAY 1925

Also for Mr. Mayne to note

*WJ*  
*WJ*

