

Glasgow  
11<sup>th</sup> April 1912

George Nicol

Captain J. Evangelista for the Owners, Messrs. De Companhia  
Commercio e Navegacao, attend on board the Iron  
Steamer 'Jaquary', 1942.73 tons gross, N<sup>o</sup> 90  
in the Supplement of the Register Book, while  
she lay in the Govan Dry Dock, on the 27<sup>th</sup> of  
February 1912, and on subsequent dates, to ascertain  
the nature and extent of the damage stated to have  
been sustained through stranding on the island of  
Ailsa Craig, on the River Clyde, during a fog, on the 25<sup>th</sup>  
of February 1912. For further particulars, see log book.

On examination:-

Found -

lower part of stem bent,  
and the forging torn  
in places

Recommended that it be  
cut adrift from the scarf  
and shell plating &c. removed,  
furnaced, paired, repaired and  
refitted



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FondRecommended

Keel Strake Plate N° 1  
(port and starboard) and  
N° 2 (middle line) fractured,  
also plates N° 3, 4 and  
5 buckled.

Plate N° 1 (port and starboard) and  
N° 2 (middle line) be cut off and  
renewed; plates N° 3 and 4 cut  
off, forwarded, paired, and refitted,  
plate N° 5 be cut adrift at its  
after part, raised in place, as  
necessary, and be riveted.

Centre Girder: Lower  
angles in way of damage  
keel plates bent and out  
of line, also intercostal  
plates forming continuation  
of centre girder in fore  
peak, buckled.

Lower angles of centre girder be  
cut adrift, as necessary, raised in  
place, and be riveted;  
buckled intercostal plates in  
fore peak, including angles  
of attachments to floors, be cut  
off, forwarded, refitted, and  
be riveted.

Shell Plating Floors 7°Port Side

Strake A. Plate N° 2,  
3 and 5 buckled.

Plates N° 2 and 3 renewed; N° 5  
cut off, forwarded, paired, and refitted,  
N° 4, cut adrift at the riveting  
is necessary, to facilitate the  
removal of adjoining plates, and  
riveting renewed; N° 7 cut  
adrift at the riveting, raised in  
place and be riveted.

Strake B. Plate N° 2  
fractured, and plates  
N° 1, 3, 4, 5 and 6  
buckled.

Plates N° 2, 3 and 4 be cut off  
and be renewed; N° 1 and 6 be  
cut off, forwarded, paired, and refitted;  
N° 5 be cut adrift to facilitate removal.



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Iron 2.

Recommended

of adjoining plates, paired in place,  
as necessary, and to riveted

Strake C Plates N<sup>o</sup> 2  
and 3 fractured; N<sup>o</sup>  
4, 5, 6 and 7 buckled

Plates N<sup>o</sup> 2, 3, and 4 be cut  
off and renewed, N<sup>o</sup> 5 cut off,  
formed, paired, and refilled,  
N<sup>o</sup> 6 and 7 cut adrift to allow  
of removal of adjoining plates,  
paired in place, as necessary, and  
to riveted

Strake E Plates N<sup>o</sup> 2  
and 3 fractured; N<sup>o</sup> 1,  
4, 5, and 6 buckled

Plates N<sup>o</sup> 2, 3, and 4 be cut  
off and renewed, N<sup>o</sup> 1 and 5  
cut off, formed, paired, and  
refilled; N<sup>o</sup> 6 cut adrift from  
riveting at forward part to  
facilitate removal of adjoining  
plates, paired in place as necessary  
and to riveted

Strake F

Plates N<sup>o</sup> 2 and 3 fractured;  
N<sup>o</sup> 1, 4, and 5 buckled.

Plates N<sup>o</sup> 1, 2, and 3 be cut off  
and renewed; N<sup>o</sup> 4 cut off,  
formed, paired, and refilled,  
N<sup>o</sup> 5 cut adrift from riveting  
at forward part to allow of  
removal of adjoining plates  
paired in place, as required,  
and to riveted.

Strake G Plates N<sup>o</sup> 1  
2, 3, and 4 buckled.

Plates N<sup>o</sup> 1 and 2 be cut off  
and renewed, N<sup>o</sup> 3 and 4 cut  
off, formed, paired, and refilled.



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Sound.

Recommended

Ap.

Frames: single frames in fore peak N<sup>o</sup> 1, 8 and 9 counting from bow and hoisted; and refilled; frames N<sup>o</sup> 12, 13, frames (in N<sup>o</sup> 1 hold) N<sup>o</sup> 14 and 19 be cut off from margin 11 to 20 inclusive, and bent; frames N<sup>o</sup> 22 to 29 slightly bent at the bilge.

Frames N<sup>o</sup> 7, 8, and 9, be cut off from below fore peak tank flat to centre line, and forward, faired, bent and hoisted; and refilled; frames N<sup>o</sup> 12, 13, frames (in N<sup>o</sup> 1 hold) N<sup>o</sup> 14 and 19 be cut off from margin plate to deck, and removed; N<sup>o</sup> 15, 16, 17, 18, <sup>19</sup> and 20 be cut off from margin plate to deck, forward, faired, and afterwards refilled; N<sup>o</sup> 22 to 29 inclusive, be faired in place, no necessary. To facilitate the removal of frames in N<sup>o</sup> 1 hold, the hold stringer, including saucers to frames, and the panting stringer, to be cut off and removed for a length of 11 spaces abeam the collision bulkhead, and afterwards refilled and hoisted.

Floors in Peak - Floors on frames N<sup>o</sup> 7, 8, and 9, must be buckled.

Deck floor plates to cut out from side to side of ship, forward, faired, and refilled, and each plate stiffened by having two vertical angles of stout section bolted to it, one on each side of middle line

and, thus attaching

frames 4, margin plate in N<sup>o</sup> 1 hold

Plates on frames N<sup>o</sup> 11 to 21 inclusive, buckled

Tank floor plates N<sup>o</sup> 11 to 18 inclusive to cut off and removed; base plates



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GroundRecommended

nos 17, 18, and 20 be cut off, furnished, and refilled; bolts attaching to before mentioned tank floor plate to margin plate, be cut off, furnished, paired as necessary, refilled, and re-bolted.

Floors 1<sup>st</sup> in No 1 tankof double bottom

Floor plates nos 13, 14, 19, and 20 buckled; frames

in these floors bent.

These floor plates be cut off, furnished, framed, refilled, and bolted to shell plating and reverse bar; the frames or angle attachments to shell plating of these floors, cut off, furnished, paired, refilled and bolted; the remaining heavy bars being secured by bolts before erecting floor plates in position.

Inter plates in No 1 tank

1<sup>st</sup> Inter-plate Plates between buckled intercostal plates be cut off, furnished, paired and refilled, and 21, buckled.

angle attachments of intercostal plates between floor No 12 and 13 and 14 and 15 cut out and re-bolted.

2<sup>nd</sup> Inter-plate - Plates between floors 19 and 20, and 20 and 21 buckled

Buckled intercostal plates be cut off, furnished, paired, refilled and re-bolted; angle attachment of intercostal between floor No 18 and 19 cut off to buckled



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Found

Recommended

Margin Plate

N<sup>o</sup> 1 plate along collision bulkhead, buckled.

of buckled intercostal plate in adjoining space, and be riveted.

This plate be cut adrift from bulkhead, shell plating, and tank knee attachments, faired in place, and be riveted.

Bridge Keel

1 length of bridge keel buckled.

Buckled length of bridge keel bulk plate be removed, furnaceed, faired, and refilled; 2 lengths of T bar attaching same to shell plating cut off, faired as necessary, refilled, and re-riveted.

Harboard Side

Shell plating, floors, &c.

Stake A Plate N<sup>o</sup> 2 and 3 fractured; N<sup>o</sup> 1, 4, and 5 buckled.

Plate N<sup>o</sup> 2 and 3 be cut off and renewed; N<sup>o</sup> 1 and 4 cut off, furnaceed, faired, and refilled; N<sup>o</sup> 5 cut adrift to facilitate the removal of adjoining plates, faired in place, no necessary, and be riveted.

Stake B Plate N<sup>o</sup> 2 fractured; N<sup>o</sup> 1, 2, 4 and 5 buckled.

Plate N<sup>o</sup> 1 and 3 cut off and renewed, N<sup>o</sup> 2 and 4 cut off, furnaceed, faired, and refilled, and re-riveted; Plate N<sup>o</sup> 5 cut adrift from riveting, to facilitate the removal of the adjoining plates, faired in place, no necessary,



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7  
Sand

7  
Recommended  
and riveted

Strake C

Plates N<sup>o</sup> 3 and 4 fractured. Plates N<sup>o</sup> 3 and 4 to be cut off  
N<sup>o</sup> 2 and 5 slightly buckled and removed; N<sup>o</sup> 2 to be cut off,  
framed, paired, and refitted  
and re riveted. N<sup>o</sup> 5 cut along  
from riveting to outer of rim  
of adjoining plates, paired in place  
as necessary, and re riveted.

Strake D

Line N<sup>o</sup> 2 slightly buckled; Plate N<sup>o</sup> 2 cut adrift from riveting.  
N<sup>o</sup> 3 and 4 much buckled and paired in place; N<sup>o</sup> 3  
and 4 to be cut off, framed,  
paired, refitted, and re riveted.

Strake E

Plates N<sup>o</sup> 1, 2, and 3 slightly buckled at  
lower edge. These plates to be cut adrift from  
the riveting at the lower edge,  
paired in place, as necessary,  
and re riveted.

Bones. Angle frames  
in fore peak N<sup>o</sup> 7, 8 and  
9, counting from stem.  
dent.

These frames to be cut off from  
their connections to peak tank  
flat, shell plating, and floor  
plates, framed, paired, refitted,  
and riveted.

Deck brackets attaching

frames to margin plates

in N<sup>o</sup> 1 hold

Two brackets on bones

These brackets to be cut off from



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It ends

Recommendations

you do not increase buckle frames and margin plate, and from their angle connections; the whole forwarded, paired, and refilled and is riveted

### Tank Margin Plates

Plates No. 1 and 2 at top No. 1 plate cut off and renewed, allision bulkhead buckle, No. 2 cut off, paired as necessary, including angle bar on refilled, and is riveted, 1 length working same to shell shell margin angle cut off and renewed. The double angles carrying main brackets to these plates, No. 3 those on frames No. 4 to 20 inclusive be cut off to permit removal of plates, paired as necessary, refilled and is riveted.

### Frames 3" in No. 1 tank

Horizontal plates No. 11 and 12 No. 11 plate cut off and renewed; No. 14, 15, 16, 17, 18, 19 and 20 be cut off; floor plates No. 11, 12, 13, 14, 15, 16, 17, 18, 19 and 20 cut off, forming frames on these plates paired, refilled and is riveted.

Diagonal (2) or floor plates No. 11 and 12 be renewed; Diagonal frames on these plates be cut off, paired to new plates, and rivets to them and to each other; Diagonal (2) or floor plates No. 11, 12, 13, 14, 15, 16, 17, 18, 19 and 20 be cut off, forming frames on these plates paired, refilled and is riveted.



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Sound

Recommended

to cut off, 1 on each floor removed,  
and 1 preserved and joined, and  
the whole fitted together and  
welded in place in the ship.

Periodicals in No. 2 Deck1<sup>st</sup> Intercostal Girdle

Plates between collision  
bulkhead and 1<sup>st</sup> floor  
fractured; plates between  
floors 12 to 21, melanic  
buckled.

Fractured plates 12 to be removed;  
connecting angles to floors, bulk top  
and shell plating, to cut off original  
plates, joined as necessary, to fitted  
to new plates and the whole to rivet  
intercostal plates between floors  
12 to 21, melanic, cut off,  
preserved, as required, refitted,  
and riveted.

2<sup>nd</sup> Intercostal Girdle

Plates between floors 1<sup>st</sup>  
to 21 melanic,  
buckled.

Buckled plates to cut off, saved,  
refitted, and riveted.

Collision Bulkhead

Frame bar on each side  
of ship fractured in  
two places; 2 plates  
on port side, and 1 on  
starboard side buckled;  
2 bulkhead stiffeners bent

Frame bar, port and starboard, to  
be replaced at about the height of the  
hold stringer, and removed on  
shell plating and on bulk margin  
plate; lower bulkhead plate, port  
and starboard, and plate next above  
lower plate, on port side, to cut off  
and removed; 1 plate on port side found in  
place; 2 bulkhead stiffeners to cut out  
off, to be replaced, and refitted, all other



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Found

Recommended  
stoppers<sup>at</sup> out adrift from lower  
trunklets and from bulkhead.  
plating at lower part, to prevent  
separating of new plating, and  
afterwards to be riveted. Ceiling was  
angles in bulkhead to be cut off  
and removed, 1 bulkhead shell  
unit on port side to be cut off  
and removed, and 1 on starboard  
side removed, forced end of the  
Riveting and caulking of bulkhead  
to be examined and all defective  
work made good

No 1 Bulkhead between  
1st and 2 holds

Instructions

Gold ceiling in No 1 and 2 holds to be lifted throughout  
for examination of tank top and to effect repairs;  
afterwards to be bladed and partly covered as necessary  
with strong, paper coverings and paper, also dam cutters  
and boxes to be removed in case of damage to tank  
repairs, and afterwards replaced

Fore peak tank and No 1 compartment of double bottom  
to be opened up and cleaned for examination, and on  
completion of repairs to be tested under water pressure  
as required by the Rules; No 2 compartment of double  
bottom to be opened up and flooded with water in order  
to test steel plating in case of separation ceiling.  
Tank top, plating in No 1 and 2 holds to

be examined with the help of a diver or other  
means in case of difficulty



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in bottom and in bilge in way of A<sup>ns</sup> and 2 tanks  
and holds to be renewed. A<sup>ns</sup> 11 and 5 compartments  
of double bottom cleaned, as necessary for examination,  
and examined throughout, manhole covers being after-  
wards refitted. Iron lead on Jernsall deck, port side,  
damaged, while endeavouring to float the vessel, to be  
removed. Low. pressure or action guide of Alston  
engine to be removed, scrapped, and replaced.  
Compasses of vessel to be re-adjusted, and necessary  
attendance of pilot to be arranged for.

### Finally

All new, repaired, or disturbed work to be coated  
with 2 coats of paint: A<sup>ns</sup> 1 holds to be cleaned and  
repainted to a height of about 12 feet above culling,  
except in way of disturbed work, where the repainting  
is to extend the full depth of hold. Cement in  
bottom of vessel in way of A<sup>ns</sup> 1 and 2 tanks, and in  
bilge pockets in holds, to be renewed as necessary; and  
floors and intercostals and other parts of double bottom,  
also tank floor plates in bilge in A<sup>ns</sup> 1 and 2 holds  
to be cement cracked. Under bottom to be repainted to topsides.  
The foregoing recommendations are made to place the  
vessel in the same good and efficient condition as  
she was before the damage was sustained.

George Nicol

Feb. £10-10-0



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