

Valmoult.

18th February 1897

Thomas Henry Landry

Specimen sent to further test
surveys on the Non-Driven Beam.
"Wolfeigh" of the Connell Mader.
While on block in the Magazine, in 1896, as
recommended in the report dated the
16th Feb. 1896. On examination found as
follows. The keel, floors, and the consist
up midships about six inches, stem, plan
frame, and the main piece of the hull
pent, thirty eight floors, thirty beams
and thirty reverse frames bent and
broken. Eighty feet of side beams
angles on each side broken in several
places, the fore cabin worn, hull and floor
plates bent and broken and three angle
iron stiffeners broken, four plates in
harbour side beams, main bent and
broken, and several plates broken at
the bottom of the hull. The keel
of four web frames bent and broken,
longitudinal ribs bent and broken, and

and the iron ladders at the fore and after
ends of the main hatch broken and part
lost. Outside plating. Starboard side
A strake (garboard) Six plates bent and broken.
B strake five plates bent and broken.
C strake nine plates bent and broken.
D strake five plates bent and broken.
and a quantity of started rivets in various
parts of the bottom.

Port side

A strake (garboard) Seven plates bent and broken.
B strake seven plates bent and broken.
C strake eight plates bent and broken.
D strake seven plates bent and broken.
and a quantity of rivets started at various parts
of the bottom. One futtock plate on the
Port side broken.

Recommended bilge blocks to be fitted
on each side and two lengths of keel to
be taken out, and the keelson inside
to be disconnected from the floors and the
bottom to be set fair, the two lengths of keel
to be straightened and repaired. Main and
bilge keelsons to be removed, a new main
keelson to be fitted with a vertical plate
twelve inches deep by half inch thick, with an
angle bottom and top three by three by half inch.
Futtock plate seven inches by half inch thick, to
be fitted on the old keelson. The old keelson to be
fitted on on inside of a new keelson.



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and a new bulk head on the fore and aft
a new bulk head on the fore and aft to be fitted up
the after side and in lieu of cutting out the
broken reverse frames, and to compensate for
the straining the vessel has sustained you must
recommenced, by nine reverse frames
to be fitted on every floor longitudinally from side
stringer on Port side to side stringer on Starboard
side, and to keep the vessel in place after
setting the fore and aft recommended threaded
keel over mentioned above to be fitted as
compensation, the keel to be grained and
the main piece straightened, the stern frame
and stem taken out straightened and refitted
Nineteen floors partly renewed, and nineteen
floors repaired with a brace riveted hull ship.
Eighty feet of side stringer angles to be renewed
on both side, five plates in the lower part of
the Engine room bulkhead to be renewed, and
three new angle iron stiffeners, four plates in
the starboard bayonet casing renewed, a new
piece of angle bar at the bottom of the bayonet
Linch of long to be fitted, the fore and aft
main frames straightened and partly renewed
Ten new hold pillars to be fitted and eight
repaired, where remained to run in the middle
line keelson, the broken lower keel to be fitted
but pillars fitted in place of them, Starboard side
Riveted plates (quantity to be specified)
No 1 plate from stem to stern at the fore end
No 2 plate cut out, No 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000



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B stroke. No 1 plate joined in place. No 2 cut
out joined and to be refilled, No 3 and 4 to be
removed, No 11 to be cut out straightened and
refilled.

C stroke
No 1 to be filled with a double plate
No 3 to be cut out joined and refilled.
No 5 to be cross cut off to make a new butt
No 6 to be removed and made longer to meet No 8
No 7, 8, and 9 to be removed No 10 to be joined
in place.

D stroke
No 1 to be removed No 2 cut out to be joined
and refilled. No 3 and 4 to be removed.
No 5 to be cross cut off to make a new butt
No 6 double, making one to be taken off
to be straightened and to repair plates under
the same, and the double plate refilled.

E stroke
A stroke (garband) with a plate to be joined
in place. No 7 plate to be joined in place. No 8
to be cut out joined and refilled. No 10, 11, 12
to be removed. B stroke No 1 to be joined
in place. No 5, 6, 7 to be removed No 8 to be
cut out joined and refilled. No 9 to be removed
No 10 plate to be joined in place.

F stroke
No 1 to be joined in place. No 4 to be joined in
place. No 5, 6, 7, 8, 9 and 10 to be removed.

G stroke
No 1 to be joined in place. No 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 to be removed
No 12 to be cut at head refilled and to be joined in place.

Like saunter, plate taken off to be fixed
 and refilled. The gate side of the boiler to
 be lifted and part of the floor under the same
 to be renewed and the boiler ready to be
 run and the boiler refilled its plates filled with
 saunter, pipes and which for some time would
 all new cement to be filled in the boiler
 all port and aft and new port to be
 cast to be filled the same plate tank to
 be tested the inside and outside to be
 recoated with paint and black lead.
 To place the vessel in a
 condition as before having sustained
 the damage in question.

T. H. Sanders

Feb 4. 4

" 8

£ 3. 11

14 June 10. 5. 9

£ 14. 1. 9

Luxury to the ship's crew,

W. H. Salmon



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