

542 Argyle Street
26th April 1894. Glasgow

Thomas James Dold

M^r M^r Technique the
General Superintendent Mining
the "F. F. Crown of Amazon" 14.16
Tons register, Master John G. Downie,
while lying in the Coonrock Dock
and in the River Kelvin, Glasgow,
for the purpose of ascertaining the
extent of damage stated to have been
sustained through stress of weather,
buckling of shafts &c while on a
voyage from Cape Ports to Kinnaird,
Kinnaird via Tangier & Suez to
Marseilles and Marseilles to
Liverpool. For particulars
see Log Book.

On the 30th March 1894 and
subsequently the undersigned found
the top of shaft tunnel immediately
under main mast set down
about $\frac{1}{2}$ (half) an inch back the
tunnel

tunnel pressed slightly over to starboard
a tunnel plate on port side, bulged
and fractured in wake of one of
the tunnel beams under main
mast, and the stuffing box plates,
round shaft at after bulkhead
of engine room torn away.

Also found the following deck
damage:- Steps of the
accommodation ladder broken,
sides of little changed and
lower grating carried away and
ladder otherwise damaged;
six lengths of galvanized iron
casing over steam pipes on deck
unshipped and broken, and
eighteen cast iron chairs to same
broken; two after bridge deck ladder
broken; two coals to ventilators
to after between decks broken;
one coal head to starboard
ventilator to fore between
decks bent; plating to main-
room ventilator to forecabin
broken; cross stay to A 3
(two inch) steel wire hawser
rail bent; eye bolts for lashing har-
row coals to bulwark rail and hawser
coals damaged. After port beam

on bridge damaged breaking two
 planks of bridge on starboard side,
 under bows to the two after
 boats started and carried away
 and the stem bows damaged;
 two leak doors to after deck house
 split and started and one
 glass to window broken; one
 iron struction and two lengths
 of iron rod part. on forecattle
 port side bent inwards, upper
 rod to nail on starboard side
 just abaft forecattle broken;
 one struction and three lengths
 of rod nail just abaft main
 sagging on starboard side bent
 inwards; the after diagonal
 stay to flying bridge on port
 side bent and deck plate to
 same started; the deck plate to
 iron crutch for supporting derrick
 to number one hatch started;
 rivetless strained; two lower
 anchors and one length of
 chain cable broken; one 13 (thirteen)
 towing hawser broken and
 badly chafed and 7" (seven)
 manilla rope broken and
 a portion gone; and thirteen



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since block, need no connection
with the propeller when shaft
break at Singapore, more or less
damaged - chances gone since
started re -

The undeviated receiver
needed that, in order to relieve
the tunnel from further damage.
The mast be stopped independently
of the tunnel by fitting two
heavy bulk beams at the height
of the orlop stringer above the
tunnel top, plating to follow
on these beams with a fore and
aft bulk casing under tops of
mast and four pillars under
beams; a patch be fitted on
tunnel plating where bulged
and fractured. The stuffing box
plates removed at after bulkhead
of engine space; the accommodation
ladder be removed six lengths
of galvanized iron covering plates
and wooden chairs to turn
dikes removed; two tank ladders
removed; three coils to ventilator
to be repaired and placed
upon ventilator removed; the
reel for steel liner repaired;

eye bolts for hammers each renewed
and each repaired, the three
boats repaired; two doors to
house aft repaired and the
broken glass renewed; the rail
and stanchions on fore-castle
and on main deck repaired;
the diagonal stay to flying
bridge repaired and deck plate
re-fastened; the deck plate to
derrick crutch re-fastened at
number one hatch; windlasses
examined and repaired; two
bower anchors renewed and
one length of chain cable
repaired and retested at
Lord's Towing House; one
thirteen inch manilla towing
hawser and one seven inch
manilla rope renewed and
fifteen blocks repaired, all
done in order to place the vessel
in as good and efficient condition
as she was before the damage
in question was sustained.

Revised

C. H. Dodd

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