

Enclos

~~L. C. A. W. H. A. P.~~ Lloyd's Register of Shipping
D. 10/3/84 Hull

March 4th 84.

The Secretary,

Sir,

In compliance with the instructions contained in your letters of the 5th instant, requesting us to hold a careful and minute survey on the S. S. "Rosario", of Hull, 1862 tons, after perusal of the correspondence respecting this case we proceeded on board of the vessel, now hauled up on Messrs. Earles & Co No. 2, patent slip, the holds being cleared and the double bottom filled with water ballast.

From an examination of the Log Book it appears that this vessel left Hull on the 9th Jan^y 1884, with a cargo of Rags for Boston at which port she arrived after a passage of 19 days.

She drew 15' 2" forward and 18' 4" aft, which represented a dead weight of cargo and coal, by the displacement scale of 2015 tons, and at which draft she had a freeboard amidships of 4 feet 4 inches.

During the passage it appears she encountered heavy weather, and it is described as having been altogether a very rough passage.

On the homeward passage she left

8/3/84 In Martell to
report - Mr

See Letter to Messrs Wilson
dated 10/3/84 - Mr

It is submitted that the recommendations
of the Surveyors appear to be judicious;
and if the local part be strengthened as
recommended, and more care be taken to keep
water from entering the vessel, a similar unfortunate
result will not occur. It may be remarked that
this ship has a long poop and Bridge House connected,
covering about $\frac{2}{3}$ the length of the Main Deck, and
that she was heavily laden for such a type of
ship, crossing the North Atlantic in the middle
of winter. The freeboard was at least four inches
less than would appear on examination of the
drawings, &c required by the Committee's Tables.

Mr 13/3/84

J. H. P.
WWR

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left Boston on the 6th Feb^y, 1884, with a cargo of grain in bags and bulk in Nos. 2, 3 & 4 holds and bacon & other American produce in the fore & aft holds, arriving at London after a passage of 18 days.

She drew 16 feet 3" forward and 19 feet 9" aft., which represents a dead weight of 2300 tons, cargo and coal, & at this draft she had a freeboard amidships of 3 feet 3 inches.

During this passage it is shown she encountered a succession of terrific gales, during which time she laboured and strained heavily & shipped very large quantities of water, and it is stated that for several days at intervals no communication was possible between the poop and forecastle, the main deck between these parts being continually flooded with water.

Throughout the vessel there seemed to be marked and unusual indications inside of heavy sweating in all the holds and notwithstanding the cargo having been discharged for two days previous to this survey the side plating, and the fore and aft and athwartship ^{wooden} bulkheads were still in a very wet condition and we were of opinion that sufficient ventilation had not been provided ^{for}, especially in No. 3 hold, considering that it had been subdivided, which is a large

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large extent prevented full circulation.

We next examined the alleged defects as detailed in the letter of complaint dated the 29th ultimo, forwarded to you by Mr Charles Wilson M. P. & report as follows:

With regard to the two butts in each side in sheersake at break of poop stated to be started, we found these butts had been badly strained, more particularly the two situated about three feet before the Break & and the rivetting of same more or less started and loose, but especially on the port side was this the case, the other two butts were 14 feet before those just named being the fore end of the same plate.

Respecting the four butts in deck plating stated to be started, we could not discover any movement which would warrant that assumption.

With regard to the angle bars at each end of No. 2, (large) hatchway, said to have been leaking, it was found that the fore corner of same, for a length of about six inches had not been properly caulked, also a small piece at the middle of the fore end, but the after end did not appear to have leaked.

Respecting the three butts in No. 3, hold said to be leaking, these were situated in the H Strake on the port side, they were carefully examined but

but no signs of movement could be detected and the rivets were all sound.

In one of them however a test knife could be inserted to half the width of the lap at the lower end of the strap in the inside, but on careful examination outside, the butt, seam and caulking were found perfect and no evidence that water could have entered by that place.

This hold was divided by a wooden bulkhead, and on the starboard side in the after division a similar butt in the same strake was discovered, altho' not mentioned in the correspondence, but on examination outside it was also found good.

With regard to the two butts in the after hold these were carefully examined inside, no movement however could be found & the rivets were all sound, on the outside these butts appeared quite perfect and showed no evidence that they could have leaked.

With regard to the poop deck reported to have been leaking in several places, these could not be traced by us, nor was any damage attributed to same, but the decks were being hardened down and repayed as a precautionary measure.

It having been reported to us that a large quantity of cargo (grain) had been damaged on the homeward

Homeward voyage in No: 2 hold, we carefully examined the main deck between the poop and forecabin, and unmistakable evidence was found that a large quantity of water had passed through a ventilator in the vicinity of the foremast standing about 36 inches above the deck, in consequence of the canvas cover of same being torn & inefficient & another scuttle near the fore hatch 12 inches high was found in the same unsatisfactory condition with evidence of water having gone down there also.

A cleat on deck for securing port gangway had been carried away and the rivet holes, two in number, stopped with wooden plugs.

From enquiries made we ascertained that this had occurred at midnight but the holes had not been plugged up till seven o'clock the following morning.

The gunwale angle iron in way of scuppers, immediately in front of poop ^{was} were reported to ^{have} been leaking and on examination of same the rivets were found started & loose and this we attribute to the same cause as previously described in the case of the sheersake butts, these being in the next frame space.

At the after end of the fore hatch

hatch, a blind hole, partly covered by the angle bar, had been overlooked, consequently a large quantity of water must have found its way into the hold through same. It was also found that an additional round scupper about 1 1/2" dia. had been cut, since the vessel was built, through the angle bars attaching the forecable bulkhead to the deck plating, and after testing same with a head of water we discovered that it percolated between the surfaces and eventually found its way into the hold; some rivets were also found leaking in the feet of the bulwark stanchions.

After having made the foregoing examination, a further extensive survey of all other parts of the vessel and workmanship throughout was carefully made, and the rivetting & caulking thoroughly tested and her general condition was found good with the exception of twelve shell rivets on the port side and eight on the starboard side, principally in way of break and the butts of sheerstrake previously referred to.

It was recommended that the defects on the main deck as described be made good and afterwards tested with water, that the scuttle have a wood cover fitted in addition to the iron one and that efficient tarpaulins be supplied to this and to all

all the other ventilators and that additional ventilators (at least two) be fitted on the poop deck to Nos. 3 and 4 holds.

That to compensate for the straining at the break of poop, a web frame be fitted at this point extending from main deck stringer plate to tank side that one in the lower deck be fitted about seven feet before same and that the strake next below the sheerstrake be doubled for a length of 42 feet, and that it is further recommended the loose shell rivets previously mentioned be removed and renewed.

We beg to add that this survey was held in the presence of Mr. Cole, manager, Mr. McQuire, foreman rivetter of the Barles Shipbuilding Co., the Builders of the vessel, and Captain Rutter, Marine Sup^t, Mr. Cameron, Subst Engineer, Mr. Wilkins Ship Inspector & Mr. Winter, Assistant do. all representing the Owners.

In submitting this report for the consideration of the Committee, we trust it contains the information sought in as minute & detailed a form as they have desired.

Mr. Wilson's letter and other documents sent relating to this case are herewith enclosed.

We are, Sir,
Your obedient Servants,

W. Davidson
James M. Keef

1884.

Full. 7th March

Messrs Davidson

&

McNeil's report

on

S.S. Rosario.



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