

THOS. MCGAVICK,  
MASTER.

ADJUSTMENT OF GENERAL AVERAGE & PARTICULAR  
AVERAGE ON SHIP.

PER MATE'S LOG BOOK.

Extracted from Underwriters' Surveyor's Report.

1912

29th June

1st July

The vessel sailed from Glasgow bound for Clare Castle on 29th June 1912 laden with a cargo of Coal. On 1st July at 9.15 a.m. let go anchor in Carrickaholt to wait tide. Hove up anchor at 1.30 p.m. and proceeded up river. 4 p.m. let go anchor at Beevis to get the pilot. 5.10 p.m. hove up and proceeded up the River towards Clare Castle. 6.15 p.m. ship took a bad sheer and ran hard aground forward taking a heavy list to starboard. Reversed engines full astern and ahead alternately but remained fast. 7 p.m. tide still rising, ship came off by working engines, damage, if any, unknown. 7.20 p.m. arrived and berthed at Clare Castle

PER ENGINEER'S LOG BOOK.

Extracted from Underwriters' Surveyor's Report.

1st July

GLASGOW TO CLARE CASTLE: 1st July 1912. Anchored at Beevis 4 p.m. weighed anchor at 5 p.m. full speed 5.5 p.m. slow 6.20 p.m. felt ship striking bottom, stop and full astern immediately. Stop 6.30 p.m. full ahead 6.35 p.m. Stop and



1912

full astern, worked engines all possible speed and noticed propeller strike very heavily 6.45 p.m. stop, 6.50 p.m. easy ahead. Arrived at Clare Castle 7.20. Finished at 7.35.

---

The vessel was surveyed at Port Glasgow while lying on the slip of Messrs The Clyde Shipbuilding & Engineering Co. Ltd. on 14th August 1912 and subsequent dates by Joseph Rose, Surveyor to the London Salvage Association (for the purpose of ascertaining the nature and extent of damage alleged to have been sustained in consequence of grounding in the River Fergus on the 1st July 1912 while on a passage from Glasgow towards Clare Castle) who reports as follows:-

HULL DAMAGE:

FOUND:

Several stem rivets started.

Keel Plate No. 1 indented.

Plate No. 2 sprung on landing edges.

Plates Nos. 6 and 7 badly indented.

SHELL PLATING PORT SIDE:

A strake plate No. 1 sprung on landing edges.

Plate No. 3 indented between frames.

Plate No. 8 badly indented.

RECOMMENDED:

Rivets be tested, 13 slack rivets cut out and renewed.

Plate be cut off, furnaced faired and replaced.

Defective rivets be cut out and renewed, landings pared and recaulked.

Plates be cut off and renewed.

Defective rivets be cut out and renewed, landings pared and recaulked.

Plate be cut off, furnaced, faired and replaced.

Plate be cut off and renewed.



Plate No. 9 indented.

Plate be partly cut adrift  
fired and faired in place.

B strake plate No. 2 sprung on  
landing edges.

Defective rivets be cut out  
and renewed, landings pared  
and recaulked.

Plate No. 6 badly indented.

Plate be cut off and renewed.

C strake plate No. 3 sprung  
on landing edges.

Defective rivets be cut out  
and renewed, landings pared  
and recaulked.

Plates Nos. 5 and 6 indented.

Plates be partly cut adrift  
fired and faired in place.

SHELL PLATING STARBOARD SIDE:

A strake plates Nos. 3 and 5  
badly indented.

Plates be cut off and renew-  
ed.

Plate No. 4 indented.

Plate be partly cut adrift,  
fired and faired in place.

Plate No. 6 indented.

Plate be fired and faired in  
place.

B strake plate No. 6 badly  
indented.

Plate be cut off and renew-  
ed.

FRAMES, ETC. PORT SIDE, FORE PEAK TANK:

Frames Nos. 8, 9 and 10 buckled. Frames be fired and faired  
in place.

No. 11 fractured, also reverse  
frame on No. 11 floor.

Frame be cropped and renewed  
for 15'0", reverse frame  
cropped and renewed for  
3'0" both fitted with suit-  
able bosom pieces.

Floors on above frames slightly  
buckled, angle lugs taking  
centre keelsons fractured.

Floors be fired and faired in  
place, 8 angle lugs renewed.

2 brackets taking peak bulkhead  
and keelson bar badly buckled

Brackets be cut off and re-  
newed, keelson bars cropped



and fractured at rivet holes.  
Centre wash plate buckled.

and renewed for 6'0" each.  
Wash plate be fired and  
faired in place and vertical  
angle stiffener supplied and  
fitted.

FRAMES, FLOORS, ETC. IN HOLD, NOS. FROM

FORWARD BULKHEAD PORT AND STARBOARD SIDES:

Frames and floors Nos. 1 to 6, 15 Frames and floors be partly  
to 22, 27 to 34, 37, 39 and 44 cut adrift, fired and faired  
buckled. in place.

Several intercostal plates  
slightly buckled. Plates be fired and faired  
in place.

Centre keelson angle bars  
buckled. Bars be fired and faired in  
place.

4 brackets on peak bulkhead  
buckled. 2 keelson and 2 side stringer  
brackets be fired and faired  
in place and stiffening  
angles supplied and fitted.

Peak bulkhead plate on port side  
fractured in way of 3 rivet  
holes. Small strap be supplied and  
fitted in way of fracture.

Bottom cement broken in way of  
damaged plates. Cement be examined and all  
found broken or disturbed  
during repairs cut out and  
renewed.

Suction pipe and rose box for  
fore peak tank broken. Pipe be removed, repaired  
and refitted, rose box rene  
ed.

2 forward lengths of starboard  
bilge keel buckled. 2 lengths of bilge keel be  
cut off, 1st length furnaced  
faired and replaced, 2nd  
length cropped and renewed f  
14'0" and fitted with butt



Rudder reported strained, 2 pintles bent.

Steering chains, rods, blocks, and fairleads strained.

A number of rivets in shell plating, frames, floors and keelson angles started.

Hold ceiling and sheathing and bunker ceiling.

Pipe casing and boxing in hold.

Fore peak tank.

Rudder be disconnected and lifted for examination, 2 pintles renewed, afterwards replaced and reconnected.

Chains be removed, annealed, examined and replaced in good order, blocks and fairleads overhauled.

Rivets be tested and all found defective cut out and renewed (1340 renewed)

Ceiling and sheathing be lifted for examination of cement and to effect repairs and afterwards relaid in good order.

760'0" x 11" x 2½" white pine ceiling. 590'0" x 11" x 1½" pitch pine sheathing renewed.

Casing and boxing be removed to effect repairs and afterwards replaced in good order 45'0" x 11" x 1½" pitch pine boxing 35'0" x 11" x 1½" white pine casing, renewed.

Tank on completion of repairs be cleaned out, cement washed and tested.



Removals in way of damage .

Coals in bunkers, stokehold platform, suction pipe to fore hold and peak tank, 8 slip carriage blocks be removed to effect repairs and afterwards replaced.

Painting.

All new, repaired or disturbed work be given two coats of paint same colours as before.

MACHINERY DAMAGE:

Main engines reported strained

Engines be all opened up for examined, cylinders, valve chests, pumps, crank and thrust shafting, etc. and afterwards closed in good order.

Condenser reported had been overheated.

Condenser be opened up, tubes drawn and cleaned, afterward replaced, repacked, condenser tested and doors rejointed.

Propeller shaft down in stern bush.

Propeller be removed, shaft uncoupled and drawn in for examination, afterwards replaced all coupled up and stern gland repacked.

---

DISBURSEMENTS



Lignum vitae ground down in stern bush.

Lower half of stern bush be rewooded.

Propeller two blades broken 12" and 11" off each respectively.

New propeller be supplied and fitted.

Sea cocks and valves.

Seacocks and valves opened up for examination, ground up and closed in good order.

The Owners placed the work with Messrs The Clyde Shipbuilding & Engineering Co. Ltd. Port Glasgow, who quoted £548. 0. 0 for the repairs and renewals ascertained at the time of the first survey, which price includes slipping, unslipping and dues and £100.16. 9 for the extra work as per schedule rates found after opening up, making the total cost of repairs £648.16. 9, this price was accepted by Owners with the approval of the surveyor as being fair and reasonable. Vessel slipped 13th, was surveyed and work started 14th August. Vessel unslipped 9th, repairs completed 18th September 1912.

---

DATA FOR GENERAL AVERAGE:

The Bill of Lading contains the York/Antwerp Clause.

Vessel built: September 1900.

Accident and sacrifice: 1st July 1912

Age: between 11/12 years old.

---

SEE OVER.



AT

PORT GLASGOW, ETC.

£ 4. 4. 0

LLOYD'S REGISTER OF BRITISH & FOREIGN SHIPPING.

Fee for damage survey on Hull. . . . .

13. 2. 5

LONDON SALVAGE ASSOCIATION.

£11.10. 11 Joseph Rose.

Proceeding to Port Glasgow, attending to vessel and reporting on damage sustained owing to grounding in the River Fergus on the 1st July 1912. . . . .

Train fares - Glasgow and Port Glasgow. . . . .

Trunk calls. . . . .

1.11. 6 London Salvage Association.

Office agency. . . . .

£13. 2. 5.

648.9. 3

CLYDE SHIPBUILDING & ENGINEERING COMPANY LIMITED,

Executing hull and machinery damage repairs, including slipping and launching, also slip dues as per specification, viz: Keel strake No. 1 cut off, fair and replace. Keel strake No. 2 cut out rivets and renew same. Keel strake No. 6 cut off and renew. Keel strake No. 7 cut off and renew. A strake port No. cut out and renew rivets. A strake port No. 3 cut off, fair and

£665.15. 8.

. . . . . Carried forward . . . . .



GENERAL 2/3rds	AVERAGE In full	SHIP	OWNERS ETC
<u>York/Antwerp Rules</u>		<u>in terms of Policies</u>	
		<u>"No thirds off"</u>	
.....		£ 4. 4. 0	
£10. 10. 0			
1. 0. 5			
0. 0. 6			
£11. 10. 11. ....	2.10. 0 .....	9. 0. 11	
.....	0.10. 6 .....	1. 1. 0	
.....		£ 3. 0. 6. ....	£14. 5. 11.



TOTALS

DISBURSEMENTS

£665.15. 8. . . . . Brought forward . . . . .

CLYDE SHIPBUILDING & ENGINEERING COMPANY LIMITED (Contd)

replace. A strake port No. 8 cut off and renew. A strake port No. 9 fire and fair in place. A strake starboard No. 3 cut off and renew. A strake starboard No. 4 fire and fair in place. A strake starboard No. 5 cut off and renew. A strake starboard No. 6 fire and fair in place. B strake port No. 2 cut out and renew bad rivets. B strake port No. 6 cut off and renew. B strake starboard No. 6 cut off and renew. C strake port No. 3 cut out bad rivets and renew same. C strake port Nos. 5 and 6 fire and fair in place. All frames in way of damaged parts to be unriveted and fired and faired in place. Fore end of bilge keel starboard side - 2 lengths to be removed, faired and replaced and in way of badly bent part to be cropped and renewed for about 14 feet. Loose rivetting in floors and frames and bulkheads forward to be cut out and renewed. Supply and fit small strap on after side of fore peak bulkhead port side in way of stiffener. Fire and fair 4 keelson brackets on aft side of fore peak bulkhead and stiffening angles to be supplied and fitted on the face of the two lower brackets. Intercostals in way of damage to be examined when plating is off. 2 bulkhead brackets in fore peak to be cut off and renewed. Wash plate to be fired and faired in place and a new vertical angle stiffener to be supplied and fitted and all wash plate rivetting and keelson rivetting to be made good. Back piece to be supplied and fitted on top edge of floor No. 3 from bulkhead port side. One broken frame to be cut out and partly renewed to suitab shift of butt. New rose box to supply and fit on fore peak

£665.15. 8. . . . . Carried forward . . . . .



GENERAL	AVERAGE	SHIP	OWNERS ETC
2/3rds	In full		
.....	£3. 0. 6.	£14. 5. 11.	
	£3. 0. 6.	£14. 5. 11.	



£665.15. 8. . . . . Brought forward . . . . .

CLYDE SHIPBUILDING & ENGINEERING COMPANY LIMITED (Contd)

suction pipe and pipe to be repaired. All broken cement throughout vessel to be removed and made good. Several steel rivets to be renewed. Rudder to be lifted for examination. Stokehold flooring to be lifted to get at repairs and afterwards replaced. Bunker coals to be removed and all ceiling in hold and bunker to be lifted to get at repairs and for examination of cement in bottom. Fore peak tank to be tested. All new or disturbed work to be repainted. Vessel slipped for examination and repairs and all slip dues included. Main engines, including cylinders, pistons, shafting and pumps opened up for examination and survey. Sea cocks opened up, examined, ground in and packed as required. Boiler mounting opened out, examined and ground in. Tail shaft drawn, bottom half stern bush relined with lignum vitae all replaced and stern gland repacked. Condenser opened up, tube plates taken off, tubes all cleaned and condenser cleaned out. Plates rejoined, studs examined and renewed where required. Tubes replaced, repacked and condenser tested. Propeller 10 feet diameter renewed. . . . . Additional damage repairs as agreed upon by Underwriters Surveyor. . . . .

Nett . . . . .

ALLOW AS GENERAL AVERAGE. . . . . .

ALLOW AS PARTICULAR AVERAGE. . . . . .

£665.15. 8. . . . . Carried forward . . . . .







£665.15. 8. . . . . Brought forward . . . . .

31.10. 0     RONALD M. THOMSON.  
Proceeding to Port Glasgow, attending survey of vessel in  
her damaged condition, consulting with Owners and  
Underwriters Representative re the making out of specificat  
ion and superintending same till completed on 19th  
September, viz:-  
Fees. . . . .  
Railway fares and expenses. . . . .

1. 1. 0.     DAWSON BROS.  
Telegrams, telephone calls, etc. in connection with damage  
repairs to steamer at Port Glasgow. . . . .

5.10. 0     Wages of men and coals and stores consumed taking ship to  
and from slip at Port Glasgow. . . . .

9. 9. 0     Watchmen (day and night) whilst solely under average  
repairs at Port Glasgow - 42 shifts @ 4/6 . . . . .

1.11. 6.     Paid surveyors examining bills. . . . . .

£714. 17. 2. . . . . Carried forward . . . . .



	GENERAL 2/3rds	AVERAGE In full	SHIP	OWNERS ETC
.....	£55. 5. 0	£68. 0. 6. ....	£542.10. 2.	
£ 26. 0. 0				
5.10. 0				
£ 31.10. 0.	.....	6.10. 0 . . . . .	25. 0. 0	
.....		0.10. 6 . . . . .	0.10. 6	
.....		2.15. 0. . . . .	2.15. 0	
.....		2. 0. 0. . . . .	7. 9. 0	
.....		0.10. 6. . . . .	1. 1. 0	



TOTALS

DISBURSEMENTS

£714.17. 2. . . . . Brought forward. . . . .

OFF 1/3RD. . . . . .

Examining documents and Adjustment in duplicate. . . . .

APPORTIONMENT OF GENERAL AVERAGE.

SHIP, sound repaired value furnished by Owners. . . £ 6500

Deduct repairs. . . . . 694

£ 5806

Add made good. . . . . 113

£ 5919

FREIGHT gross. . . . . £ 141

Wages and port charges . . . . . 28

113

CARGO:- *P. Mc. Inerney* -

Coals, delivered value. . . . . 217

£ 6249.

X

£714.17. 2.

INSURANCE ON SHIP

VIZ:

Hull, etc. valued at . . .

Machinery etc. valued at . . .



.....	£55. 5. 0.	£80. 6. 6.	.....	£579. 5. 8.
.....	18. 8. 4		.....	18. 8. 4
		36.16. 8.		
		£117. 3. 2.		£597.14. 0
.....		6. 6. 0.	.....	8. 8. 0
		£123. 9. 2.		£606. 2. 0
pays	£116. 18.9.			116.18. 9
"	2. 4. 8			
<i>Paid by cheque</i>	4. 5. 9	X		
<i>Margaret M. Smith</i>	£123. 9. 2.			
			SHIP. ....	£ 723. 0. 9.
				OWNERS ETC. .

VALUED AT £ 6500

- £ 3500
- 3000
- £ 6500.



INSURANCE ON SHIP

For 12 months

Per Clauses:-

Institute Time

Claim as above. . . . .

Deduct bottom painting

If £ 6500 pays £ 723. 0. 9.

Policies for £ 3250 will pay . . . . .

Policy for	£ 1374 at <u>Lloyd's</u> . . . . .
" "	360 with the <u>Royal Exchange Assurance</u> . . . . .
" "	360 " " <u>New Zealand Insurance Company</u> . . . . .
" "	144 " " <u>Economic Marine Insurance Company</u> . . . . .
" "	362 " " <u>Union Marine Insurance Company</u> . . . . .
" "	362 " " <u>Maritime Insurance Company</u> . . . . .
" "	288 " " <u>Cosmopoliten Insurance Corporation</u> . . . . .

£ 3250

The undermentioned policies are subject to the following terms:-

Institute Time



Contd)

from 4th September 1911.

charges 1911.

£ 723. 0. 9

(None charged)

£ 723. 0. 9.

£ 361. 10. 5.

..... pays £ 152.16. 10 *settled*

..... " 40. 0. 11 *settled*

..... " 40. 0. 11 *settled*

..... " 16. 0. 4 *settled*

..... " 40. 5. 4

..... " 40. 5. 4 *settled*

..... " 32. 0. 9



£361.10. 5.

or £11. 2. 6 per cent.

Clauses - Hulls - Free Particular Average absolutely.



Ship's proportion of General Average as above

£ 5919 is as above . . . . .

Add thirds deducted. . . . . .

If £ 6500 pays £ 135. 7. 1

Policies for £ 3250 will pay . . . . .

Policy for £ 2166 at Lloyd's. . . . .

" " 722 with the Royal Exchange Assurance . . . . .

" " 181 " " Cosmopolitan Insurance Corporation. . . . . .

" " 181 " Messrs W. Lowden & Company. . . . . .

£ 3250.



(Contd)

Value of

£ 116. 18. 9

18. 8. 4

£ 135. 7. 1.

£ 67. 13. 7.

pays £ 45. 2. 1 *settled*

" 15. 0. 8 *settled*

" 3.15. 5

" 3.15. 5 *settled*



£ 67.13. 7.

or £ 2. 1. 8 per cent.

Royal Exchange Buildings,

Glasgow, 12th March 1913.

*Clancey, Son & Scott*





