

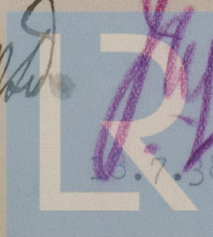
s.s. "AYMERIC"

The salient points of the letter now received from Mr. Peskett are as follows :-

- (1) The general condition of certain shell plates left him no alternative but to recommend renewal at this time to avoid risk of damaged cargo.
- (2) He connected the fractures in the shell plating throughout with weakness at the bilge ( it is not clear why he did so), and, on examination, found 67 bilge brackets in Nos. 1 & 5 holds were either fractured or collapsed, and another 44 elsewhere so thin as to require to be stiffened.
- (3) In No.1 hold the riveting in about 20 to 30 beam knees was slack and sheared, and immediate repairs were necessary.
- (4) He refers to the twist in the structure as being slight, and to the "set up" of the deck plating which does not entirely disappear when afloat and light.
- (5) Deck plating in way of the masts thin, the stringer plates and bars in the bridge tween decks being badly wasted, and a number of frames found wasted through.
- (6) Bridge deck plating requires renewal in parts, tween deck bunker plating is very thin indeed, and holed in places, and this also applies to the fidley and galley top in way of the funnel.

*Brace*

*John*



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