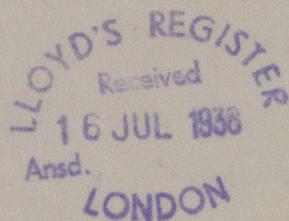




Lloyd's Register of Shipping,

29, Dalhousie Square,

Calcutta, 11th July 1938



B. PESKETT,
E. OXLEY,

AND ENGINEER SURVEYORS.

ence

THE SECRETARY,

L O N D O N .

Dear Sir,

I beg to acknowledge receipt of your cablegram reading as follows:-

"AYMERIC" your cablegram received awaiting full details (of) air mail expedite utmost possible.

The vessel was seen in the Kidderpore Drydock on the 25th June when a general inspection of the bottom and weather decks was made. The large (i.e. 13) number of doublers on the shell plating of the "postage stamp" variety approximately one foot square, both riveted and welded attracted attention as the plates to which they were attached were already badly wasted from the outside, and there is little doubt that once the plates are removed considerable grooving will be found on the inside in way of shell bars and frames. Apart from any other considerations the general condition of the plates left no alternative but to recommend renewal at this time to avoid risk of damaged cargo. "H" strake on

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either side was also drill tested on account of its general appearance when three additional plates showed up much under scantling. It is possible that when the repairs to the hull are sufficiently advanced it may be found necessary to renew one or two additional plates adjacent to the ones removed on account of grooving and wastage.

As these fractures were not in any one particular locality but were forward, amidships, and aft, it indicated that weakness might be apparent in the bilge brackets. A general examination from inside was made when sixtyseven bilge brackets in Nos. 1 and 5 Holds were either found fractured or collapsed and another fortyfour in the other Holds are considerably thinned and will need attention in the way of stiffening. When examining No.1 hold it was noticed that the riveting in about twenty to thirty beams knees was slack and sheared and the knees had been working requiring immediate repairs.

While the vessel was on the blocks in the drydock a twist in her structure was observed, the inclination being to starboard forward and to port aft, and although this angle was only slight and not measured at the time it is perceptible. The Bridge deck and the main deck below the bridge immediately abaft No.3 hatchway was found set up (or hogged) to a maximum of five inches over eight frame spaces and this set up does not entirely disappear when afloat in the light condition.

The condition of the bridge and the main deck plating leaves a lot to be desired, some eighteen plates requiring renewal being particularly thin in way of both masts, also at the fore end of No.1 hatchway and No.4 hatchway in way of the steering

gear drums. The plating in way of the masts around the topping-lift eyes was bulged and had almost drawn through. The stringer plates and bars in the bridge tween deck are badly wasted, and it was originally suggested that these could be doubled but it is now apparent that the plates are too far gone and waved to make an efficient attachment. The cement chocks in way of the stringers are now being removed when a number of frames are found to be wasted through at the deck-line, and it is probable that some of the adjacent deck plates will also have to be renewed.

The Bridge plating is showing signs of considerable wear all over but eight plates definitely require renewal now especially in way of the winches to No.3 hatchway. There are also one or two plates on the forecastle head which are almost holed and require replacement.

The majority of the plating in the tween deck bunker is very thin indeed and holed in places, and this is at present being drill tested so that definite repairs can be recommended. The saddle back and bunker casing will also call for considerable attention.

The fiddley and galley top in way of the funnel is very thin and holed in places and most of it will have to be renewed.

Added to the above defects the stern tube was found fractured and slack in the frame, and is now being renewed.

Owing to nothing as serious as the nature of the foregoing being anticipated when the vessel drydocked, opening up for a thorough examination was not put in hand, but it is

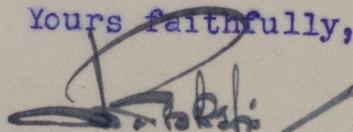
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hoped within the next few days that the drill testing will be complete. This work was stopped pending the Owners' decision to repair the vessel. By the middle of next week a complete specification should be drawn up and plans of all drill tests completed.

In the meantime repairs and renewals are being carried out to the hull and decks but a considerable amount of ordinary maintenance repairs also require to be carried out in addition to the work already mentioned.

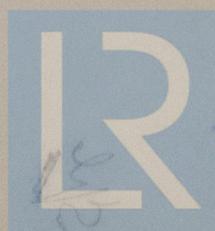
I am, Dear Sir,

Yours faithfully,



Surveyor to Lloyd's Register,
Calcutta

Handwritten notes and signatures in the bottom right corner, including a date stamp "JUL 21 1882" and a signature.



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Forwarded to the Chief Ship Surveyer

R. J. M. H. S.

16 JUL 1938

Also for Mr. Sladden to note

Shel

Chief Ship Surveyer
Bureau of Navigation
Washington, D. C.

[Handwritten signature]

Dear Sir:

The work mentioned in the message referred to above has been completed and the results are being reported to the Bureau of Navigation. The work was completed on July 15, 1938.

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