

S.S. "AYMERIC"

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Replies have now been received from Mr. Morrison at Hong Kong and Mr. Cox at Kobe relating to the case of this ship, which underwent 2nd Special Survey No.1 in Hong Kong in 1937 and was afterwards seen by Mr. Butler in Calcutta.

The points from Mr. Morrison's letter are:-

(1) That it is apparent that Mr. Macdonald surveyed this vessel and made the necessary recommendations, and that although he had left Hong Kong before the repairs were completed, Mr. Morrison was informed they were all in hand before his departure and that all his recommendations were faithfully carried out. Mr. Black was employed by Mr. Morrison to examine the workmanship and to test the tanks, which could quite safely be done by him.

(2) In Mr. Morrison's opinion Mr. Black carried out the work entrusted to him in a satisfactory manner, and he does not agree with the attitude which has been taken against him in this case.

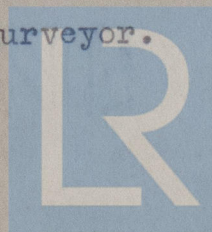
(3) Mr. Morrison states that he was fully employed at the time of this survey, and he gives a list of these cases.

In Mr. Cox's letter he points out:-

(1) That he has been long enough in the Society to realise that no hard and fast line can be drawn as to the precise extent of repairs necessary, and this is particularly so in the case of surveys for a voluntary classification such as Lloyd's Register.

(2) He points out that all persons who might be available for help in Hong Kong are to some extent connected with some Classification Society, and he has full confidence in Mr. Black's ability as being suitable for emergency assistance.

(3) He adds a testimony to the value of Mr. Morrison as a hardworking and conscientious Surveyor.



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The following remarks are submitted:-

(1) It is of course realised that Mr. Macdonald must bear the principal part of responsibility for the survey of this vessel. If, however, Mr. Black was called in, as Mr. Morrison states, to witness the testing of tanks and an examination of workmanship, duties which require him to carry on, in some sort, the continuation of Mr. Macdonald's work, it is difficult to understand why the <sup>need for</sup> extensive repairs to bilge brackets, shell plating, upper and bridge deck plating, deck plating in bunkers, mainframes in bridge space, and other items ~~were~~ <sup>was</sup> not observed by him and reported to Mr. Morrison.

(2) It is still considered, even on the basis of Mr. Morrison's letter, that Mr. Black's participation in this survey as a representative of the Society was not efficient.

(3) The statement of Mr. Morrison's activity during this time agrees with the investigation which was made in this Office, with the exception of two cases which were not reported until a subsequent period. Taking everything into consideration, however, it is difficult to understand why Mr. Morrison did not interest himself to some extent in this very important case, by visiting the vessel and joining to some extent in the survey. Mr. Black could have been entrusted with some less important work that Mr. Morrison was doing.

In fairness to Mr. Macdonald it must again be pointed out that he was under notice to come home at the time of the survey and did leave some days before it was completed, and it might have occurred to Mr. Morrison that in these circumstances some supervision was at least desirable.

The above remarks apply also to Mr. Cox's letter, with the exception <sup>of</sup> that the hard and fast line of demarcation to which he refers was drawn with such clearness of definition in this case that there was no difficulty about it, and that his remarks in relation to Mr. Morrison's services to the Society are fully concurred in.

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17.10.38.

*Special letter to Mr. Macdonald - Mr. Black had to be employed again*

*the sense of*  
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