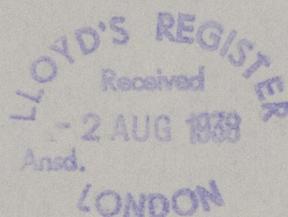




71, Fenchurch Street,
London, E.C. 3.



29th July, 1938.

Dear Sir,

I have to report that in accordance with instructions I travelled to Calcutta by air for the purpose of making an examination of the steamer "AYMERIC" and ascertaining why certain repairs recommended by the Calcutta Surveyors should have been found necessary at this time, in view of the fact that the 2nd S.S.No.1 was completed at Hong Kong as recently as March 1937.

I left Croydon Aerodrome at 8 p.m. on Friday, 15th instant, and arrived at Calcutta at midday on the following Tuesday, and was met by Mr. Peskett, the Society's Senior Surveyor at that port.

On the 20th instant, and subsequent dates, accompanied by Capt. Morgan and Mr. Routledge, the Owners' Representatives, and Mr. Peskett, the vessel was examined whilst lying afloat at the New Horse Jetty.

The holds, fore peak, tween deck bunkers, pocket bunkers, engine and boiler spaces, decks, casings and hatchways were examined. There was about 200 tons of coal in the cross bunker, and this space was examined as far as practicable above the top of the coal. The double bottom tanks

W1166-0202 1/4

and the after peak tank were not opened up.

Some shell plates and bridge deck plates had been removed from the ship before my arrival, and several other plates had been partly cut adrift.

Test holes were drilled in various parts of the ship's structure, and considerable wastage was found to exist, and, in addition to the general wastage, a number of shell and deck plates were found to be deeply grooved. Twelve shell plates were found to have been fractured and repaired by small riveted or welded patches, the majority of the fractures being in way of horizontal bulkhead brackets.

The bilge brackets in the holds were found to be considerably reduced in thickness, the reduction in many cases being 50%, and a number were also bent or fractured. Numerous reverse frames in way of the bilge brackets (principally in No.2 hold) and several tank side gusset angles were found thin or fractured.

Several main frames in the bridge space were completely wasted through in way of the cement chocks. The deck plating in the tween deck bunkers (which overhangs the engine room) holed in several places. The horizontal stiffeners on the port sides of Nos. 2, 4 & 5 hatchways thin. The forward bulkhead of the fidley casing holed or thin in way of steam pipes, and the top of the casing in poor condition and holed in places.

It appears that the vessel was dry docked in

W1166-0202 2/4

Calcutta on the 27th ultimo in connection with repairs to the stern tube, and as time permitted, Captain Morgan and Mr. Peskett agreed that the opportunity should be taken to deal with the fractured and patched shell plates. Some of these patches were far from satisfactory, being too small and inefficiently attached to the shell plating, and, from records in this Office, they do not appear to have been fitted under the supervision of the Society's Surveyors.

During the examination of these plates, Mr. Peskett observed that other parts of the vessel required attention, and further repairs were therefore recommended.

In view of the condition of the various parts of the vessel, as stated above, it is considered Mr. Peskett had no alternative but to take the action he did.

For the past few years the vessel has been engaged in carrying coal, ore, scrap iron etc., and her upkeep appears to have been somewhat neglected. Making due allowance, however, for increased wastage that may have taken place, the condition of the vessel, in my opinion, is not consistent with the proper carrying out of the survey held at Hong Kong in March 1937.

Mr. Peskett stated in his cablegram of the 5th instant that the hull was slightly twisted, and the upper and bridge deck plating amidships buckled, but this was not apparent when the vessel was examined by me afloat.

A list of the repairs recommended to place the

vessel in efficient condition until the next Special Survey is attached. Some of Mr. Peskett's recommendations have been modified, and there are a few additions to those originally specified.

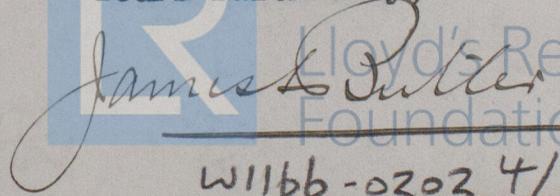
It should be pointed out that the Owners stated in their letter of the 7th instant that the estimated cost of renewals was in the vicinity of £15,000, but the estimated cost of the repairs now recommended, including work already commenced, stern tube and machinery repairs, dock dues and other incidentals only amounts to about £7,500.

During my stay at Calcutta, an opportunity was taken of visiting the following vessels undergoing survey or repairs :- "KHANDALLA", "JALADURGA", "MALAKAND", "MARBADA", "SILVERWILLOW", "KELVINBANK", "INCHANGA" and "BADARPUR", and Mr. Peskett is to be commended for the thorough manner in which these surveys are being carried out.

I was introduced by Mr. Peskett to a number of Directors and Superintendents of the various Shipping Companies, and a courtesy call was paid to Sir George Campbell of Messrs. Mackinnon, Mackenzie & Co.

I left Calcutta at 10 a.m. on Monday the 25th instant and arrived at Croydon Aerodrome at 5 p.m. on Thursday the 28th instant.

I am, Dear Sir,
Yours faithfully,


James D. Fuller
Lloyd's Register
Foundation
W1166-0202 4/4

The Secretary,
LONDON.

For the Chief Ship Surveyor

WKS

2/8/38

for Mr Barwick to
" " Sladden Just

Spel



© 2021

Lloyd's Register
Foundation