

x to Hull


perhaps you would kindly use the same to be sent - x as to be available on Tuesday.

The Captain stated that they had struck some submerged object and we found 1 keel plate and the aboard plate on both sides & up about 8 ft abaft the collision bulkhead. This damage now being dealt with.

The Captain also stated that the vessel made 24 ft of water in the After Peak & 12 ft in the Fore Peak in the 24 hours. Arrangements have been made for these spaces to be cleared & cleaned for the whole of the riveting

W570-0038

& caulking to be thoroughly after which these spaces will be subjected to water test. The ballast tank is also being cleaned out & examination and with part of the bottom plating off will facilitate the examination of the strengthening forward of the 3rd length. In regard to the question of painting we observed that some riveting in the lower stringer & frames in the No 1 hold had been removed at some previous docking, & I asked Mr. Wilson to get Mr. Smith to make a sketch showing the position of same for reference. The 2nd plate from stem in the E. strake which comes in the way of the lower painting stringer was fractured as you would see from our preliminary report; in the 4th & 6 spaces abaft Peak Bk^d on Portside & the 5th space on Starboard side at the heel of the shell chock. This vessel is going fine & the frames are perfectly straight - from the tank keel

that they derive no assistance
any curvature of section. The
rivets in a number of tank
side lugs are also slack, gussets being
fitted 3 spaces apart & run up the
tank knee thus . In our
opinion these gussets should always
be fitted to give a direct pull, as
when bent in this ~~case~~ additional
stresses come on the top rivets of
tankside lug before the effect of
the gusset comes into action. Mr.
Wilson self will give our general
opinion on the whole question
on the completion of the present
survey, but it is essential that
we should have the approved plans
in order to guide us & to see that
the whole of the Committees require-
ments have been carried out in
the building of the vessel.

With kind regards
Yours faithfully
Wm L. Gilman.

FAIRVIEW,
REDCAR.

18th January

Dear Mr. Pheasant

Re - Marengo

On thinking a
this case to-day, it occur
to me, in view of the course
of the survey on Tuesday,
it would be as well, if
were in possession of the
approved plans. I tried
get Wilson on the phone
to day to ask him to write
from Hull for them, but
did not get through. So

Gentlemen

in regard
steamer
carefully

Tuesday
connecti
transmit
giving in
the posi
position

Messrs.

Lloyd's Register
Foundation