

X to Hull

Perhaps you would kindly use the same to be sent - & as to be available on  
yes-day.

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.

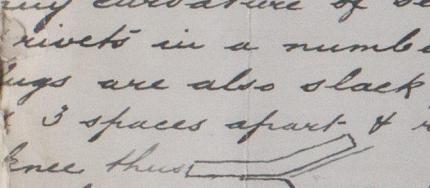
The Captain also stated that the vessel made 24 ft. of water in the After Peak & 12 ft. in the Fore Peak in the 24 hours. Arrangements have been made for these spaces to be cleared & cleaned for the whole of the riveting

W570-0038

& caulking to be thoroughly, after which these spaces will be subjected to water test. The ballast tank is also being cleaned out & ~~examined~~ and with part of the bottom plating off will facilitate the examination of the other stretching forward of the  $\frac{3}{5}$ th length. In regard to the question of painting, we observed that some riveting in the lower strainer & frames in the No 1 hold had been removed at some previous docking, & 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 strainer was fractured as you would see from our preliminary report, in the 4<sup>th</sup> & 6<sup>th</sup> girders abaft Peak Bl'g on Portside & the 5<sup>th</sup> girder on Starbd side at the heel of the shell chock. This vessel is fairly fine & the frames are ~~perfectly~~ straight from the tank to

2520

Lloyd's Register  
Foundation

that they derive no assistance  
by 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<sup>\*</sup> additional  
stresses come on the top rivets of  
tankside lug before the effect of  
the gusset comes into action. Mr.  
Wilson himself will give our general  
opinion on the whole question  
on 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 Committee's require-  
ments have been carried out in  
the building of the vessel.

With kind regards  
Yours faithfully  
Wm L. Gilmore J

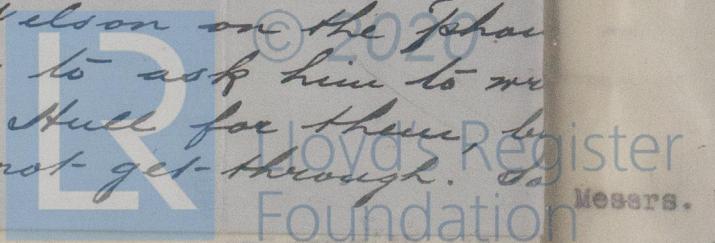
FAIRVIEW,  
REDCAR.

18th January

Dear Dr. Thearle

Re - Marengo

On thinking a  
little more to-day, it occurs  
to me, in view of the completion  
of the survey on Tuesday,  
it would be as well, if we  
were in possession of the  
approved plans. I tried  
to get Wilson on the phone  
to-day to ask him to wire  
from Hull for them but  
did not get through. So



Gentlemen

in regard  
steamer  
carefully

Tuesday  
connect  
transmit  
giving in  
the posit  
position

Messrs.