

COPY.

Lloyd's Register of British & Foreign Shipping,
71, Fenchurch Street, E.C.

16th January, 1913.

D. Sir,

It has been suggested to the Committee that the Society's Rules as regards the fore part of the fore holds of vessels require amendment in the direction of providing additional strength, and the Steamer "MARENGO" has been mentioned as an instance in support of this representation.

I may explain that the general statement is to the effect that certain vessels, including the "MARENGO", "have developed weakness at various times, mostly about the Fore Peak and in way of No.1 Hold. The signs are excessive panting and slack rivets, with the result that the fore peak is usually full of water, on the vessel's return from a voyage. The usual hand pump into these peaks being of no use, considerable expense is incurred in removing the water. Should there not- even when the peaks are not W.B.Tanks, be an engine suction fitted into the fore peak? This would be extremely useful in most cases. In the No.1 Hold we have found the rivets in the panting stringer chocks slack, very often resulting in damage cargo. The shell in the range of

COPY.

No.1 Hold on the bottom is weak and leaks and also the tank top rivets are found slack and leaking in the vicinity."

It is stated that the Steamer "MARENGO" is going into dry dock towards the end of this week, and I am directed to say that it is desired you should arrange to join with Mr.A.B.Wilson, the Society's Principal Surveyor at Hull, in an inspection of the vessel, with a view to reporting fully for the consideration of the Committee. I have telegraphed to the Owners of the "MARENGO" asking them to wire when the vessel will be available for inspection in dry dock, and I will communicate with you again at the earliest possible moment.

I am, Sir,

Your obedient Servant,

Secretary.

William L.Gilmour, Esq.,

MIDDLESBROUGH.



© 2020

Lloyd's Register
Foundation

W570-0052 1/2