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## Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

12th June, 1918.

Dear Sir,

S. With reference to New York Report No. 14477, on repairs of damage to the steamer "CACIQUE", on account of collision, grounding and heavy weather and particularly the last named, I have to acquaint you that the Committee have had under consideration to-day a report received from the Society's Surveyors at Manila on further damage to the steamer in way of No.1 hatch at the upper and second decks. The decks are stated to have sagged  $3\frac{1}{2}$ " at the forward coamings of the hatchways, and damage was also reported to the hatch side coamings. The pillars between the shelter and upper decks and between the second and third decks were bent and torn from their fastenings. At No.4 hatchway the upper and second decks are reported to have sagged at the forward coaming and the damage was generally similar to that at No.1.

Temporary repairs were effected at Manila by fitting angle iron stanchions extending in the fore hold from the floors to the shelter deck and at the No.4 hatchway from the tunnel top to the upper deck. These additional struts were all fitted at the forward coamings of the hatchways.

With regard to this case I have to remark that the

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their yard No. 358, and is of the Shelter Deck type

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Plans of the pillar and girder arrangements as approved in August 1909 for this vessel have been examined and that these arrangements are found not to represent the present practice of the Committee in regard to the support of the decks abreast of the hatchways in vessels having three rows of pillars.

It will be recalled that when this vessel was under survey at New York in July 1910, (Report No. 8415), the second deck on both sides of No. 3 hatchway was found to be set down and other damage sustained and repairs were effected which included the fitting of pillars at the sides of Nos. 2 and 3 hatchways, extending from the tank top to the second deck and placed at the middle of the length of the hatchways.

It will be observed that the damage which occurred to the lower deck at No. 3 hatchway does not appear to have recurred, no doubt owing to the additional pillars which were fitted by the Owners, and no trouble has been experienced at No. 2 hatchway at the lower deck which was also fitted with additional pillars at that time.

In all the circumstances, it is considered that the decks abreast the Numbers 1 and 4 hatchways should be further supported by fitting additional pillars: these pillars to be fitted in the line of the hatchway side coamings; and that the additional pillars at all the hatchways should extend to the shelter deck. The reinforcing of the deck girders, hatch end beams and decks in way of the hatchways in any other way than with pillars would be a very costly operation.

additional support for  
the decks was provided.

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The Committee will be glad if the Surveyors will be good enough to confer with the Owners of this vessel regarding the additional strengthening now considered advisable with a view to arrangements being made to carry out the work, which if done at New York should be carried out to the entire satisfaction of the Surveyors.

I am, Dear Sir,

Yours faithfully,

Secretary.

The Secretary,  
NEW YORK.



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