



TELEPHONE, 1364 RECTOR

LLOYD'S REGISTER OF SHIPPING,

17 BATTERY PLACE,

NEW YORK

July 22nd 1910.

Dear Mr. Thearle:-

On the 13th instant, at the request of the Owners' Superintendent, Mr. Mathieson, I visited the steamer "CACIQUE" No. 52 in new ~~Register~~ Register Book, to examine the damage stated to have been caused by stress of weather, as per Log Books and Protest, and found the lower deck at sides of No. 3 hatchway forward of engine room bulkhead set down.

Lines stretched along the starboard and port hatch coamings showed the deck at these places to be set down about 5" on starboard side and about 3" on the port side, due allowance being made for the rise of sheer. The hatch side coamings are made up of plates flanged under the beams and connected to the deck by a bulb angle; these coamings are butted in the centre and a strap double riveted fitted; several of the rivets in these straps were found sheared; the girder under the deck beams on each side was correspondingly set down and a number of rivets sheared; several 1/2 beams were found buckled on the bulb close to the plate beam knees; the centre hatch fore and after found fractured, the side fore and after set down.

I was informed by the Captain that the slower 'tween deck space was the only one where cargo was carried on the hatchway during the vessel's last voyage.

The cargo was nitrate of soda in bags.

Repairs have been effected and a 4 1/2" solid pillar has been fitted midway between the tubular pillars on each side of the

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No.3 hatchway; additional pillars on each side have also been fitted in the lower hold in way of the No.2 hatchway which is 30'.4" in length.

Other damage found, cement in shelter deck waterway bars amidships started and house bars leaking, the wood top of midship deck houses started and leaking; a number of rivets in No.1 hold started and leaking and the seams and butts of the bottom plating started slightly in about a 100 places.

Whilst I am of opinion that this damage would not have occurred had the deck and hatchway been further strengthened, the log books show stress of weather and the matter is being attended to under this head; and in view of this vessel being but recently out of the Builders' hands, I thought it advisable to give you particulars of the case privately.

With kind regards.

Yours faithfully,

Harry C. Farrar



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