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22nd September, 1904.

Dear Sirs,

M. With reference to your letter of the 8th instant and to the particulars supplied therein of the estimated maximum bending moment of your steamer No. 735, I beg to inform you that the Society's Chief Ship Surveyor has now returned to this Office after making visits to Wallsend and Clydebank, where he has had the pleasure of personal conference with your Representative, Mr. De Rusett, as well as with the Representatives of Messrs. John Brown & Co. in regard to the above-mentioned and other matters relating to the construction of the Cunard Express Steamers.

In your letter above referred to the estimated bending moment is given as 960,000 feet tons. On the other hand Messrs. John Brown & Co. estimate for the sister vessel building by them that this bending moment will be 1,049,800 feet tons. There is an important difference in these two results which it is difficult to account for in estimates made upon sister vessels, but it was, however, mentioned to the Chief Ship Surveyor when at Clydebank that the Wallsend estimate was now 990,000 feet tons, and if this



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is actually the case it would show a closer approximation to agreement in the two results. Having in view the fact that these are estimates only it would appear that if the difference between them was comparatively inconsiderable the actual figure might reasonably be supposed to lie between the two estimates.

In the circumstances, I am directed to request that you will kindly state whether you have now arrived at a different estimate of the bending moment ~~from~~ that of 960,000 foot tons given in your letter of the 8th instant, and if so what your new estimate really is, in order that it may be taken into consideration whether the two estimates are sufficiently near each other to justify a mean value of them being used in making the stress calculations.

I am, Dear Sirs,

Yours faithfully,

Secretary.

Messrs. Swan, Hunter & Wigham Richardson, Limited,
WALLSEND ON TYNE.



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