

It is submitted Messrs. Swan, Hunter & Wigham Richardson, Lim., should be informed with reference to their letter of the 8th September, 1904, and the particulars they supply therein of the estimated maximum bending moment of the Cunard Express Steamer No. 735 building by them, 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 Messrs. Swan, Hunter & Wigham Richardson's Representative, Mr. De Rusett, as well as with the Representatives of Messrs. John Brown & Co. in regard to these and other matters relating to the construction of the Cunard Express Steamers building by both Firms.

In Messrs. Swan, Hunter & Wigham Richardson's letter above referred to, the estimated bending moment is given as 960,000 feet tons. The Clydebank Company on the other hand estimate for the sister vessel 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. While at Clydebank, however, it was mentioned to the Chief Ship Surveyor that the Wallsend estimate was now 990,000 feet tons, and if this 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 figures might reasonably be supposed to lie between the two estimates.

Messrs. Swan, Hunter & Wigham Richardson should therefore be requested to kindly say whether they have now arrived at a different estimate of the bending moment from that of 960,000 feet tons, and, if so, what their new estimate really is, so 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



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stress calculations.

Mr b Builders
22/9/04.

J.H.L.

J.S.

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