



Lloyd's Register of Shipping.

Central Buildings, West Hartlepool.

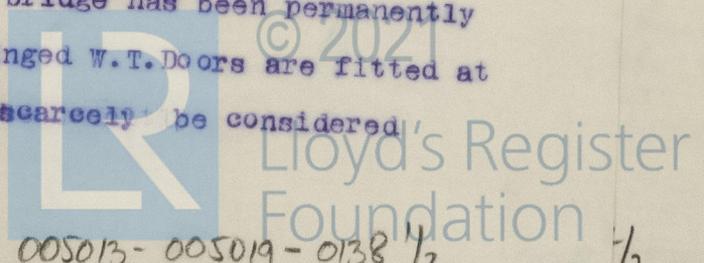
22nd. February, 1918.

Dear Mr. Fowling,

Regarding the wire which I addressed to the Committee to-day respecting Gray's proposal to dispense with cargo battens in the permanently enclosed Poop and Forecastle Cargo Spaces in the case of the steamer "CITY OF LORENCE" (Grays 879) I have to explain that the object in permanently closing the openings in these erection bulkheads would appear to be due to a desire on the part of the Owners to reduce as far as possible the probability of foundering due to the vessel being damaged by a torpedo, or other war weapon.

It seems that in the case of the "CITY OF LUCKNOW" which was lost the other day, the officers were of the opinion that if the Poop front bulkhead had been permanently closed the vessel might have kept afloat sufficiently long to allow her to be brought into Port.

The after end of the bridge has been permanently closed as well but as Mechans hinged W.T. Doors are fitted at the Bridge Front this space can scarcely be considered



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1/2

spacing	36	36				
Second Deck, Single Angle, Bulb	10	3 1/2 .50	10	3 1/2 .50	"	"
Angle, Plate, Tee, Bulb, or Channel						Tie Plates outside Hatchways

