

NYMBLE, NEW YORK.

LLOYD'S REGISTER OF SHIPPING,  
17 BATTERY PLACE,

NEW YORK 5th December, 1914

*Ackd. 22/12/14*

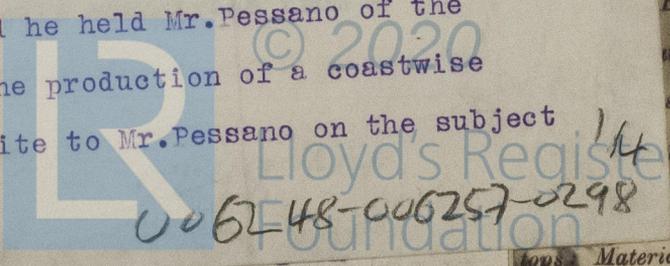
Dear Mr. Scott,

With reference to your letter of the 6th ultimo regarding the case of the steamer "INTERNATIONAL" built by the Great Lakes Engineering Works to the order of the Atlantic Coast S.S.Co. of New York, I have to report as follows :-

(1) Respecting spare gear :

I called upon Mr. Crosthwaite, President of the Atlantic Coast S.S.Co. who stated that a coastwise certificate is indispensable to the vessel in view of the trade in which she will be engaged. The vessel was engaged in summer and will, probably for some years during that season, be employed in carrying pulp wood from Miramichi, New Brunswick, to ports on Lake Erie. Miramichi is about 500 miles from Quebec. When the St. Lawrence River is closed to navigation, Mr. Crosthwaite proposes to employ the vessel in the coastwise trade between ports in Canada and the United States. This winter, however, she is laid up at Ashtabula on account of bottom damage which is now being surveyed by Mr. Edwards, the Society's Surveyor at Cleveland.

Mr. Crosthwaite quite understood that the spare gear had been supplied in connection with the coastwise class which he believed would be assigned, and he held Mr. Pessano of the Great Lakes Co. responsible for the production of a coastwise certificate. I proposed to write to Mr. Pessano on the subject



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the "INTERNATIONAL", we wrote to Mr. Evan Edwards on the subject, and he replied that

"owing to the service which this ship is to operate it was understood by the Great Lakes Engineering Works and by Mr. Crosthwaite that it would not be necessary that the spare gear required by the Society's Rules should be supplied and placed on board, and I understand that this was agreed to at the New York Office at the time the plans were approved."

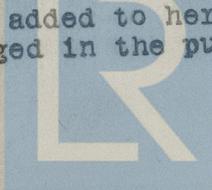
As Mr. French was probably at New York when the plans were dealt with we wrote to him, and he replied as follows:-

"In reply to your first question, viz.: spare gear, I may say that the question of spare gear may have been discussed at the time the plans were passed in New York prior to my return in April last, but the only discussion on the question of spare gear I had with Mr. Crosthwaite was about the middle of April when the question of the figure 1 was raised. At that time he said he had been informed when discussing the plans with the Builders and Mr. Montgomerie that unless the vessel carried spare shafts, propeller, etc., as detailed in the second paragraph of Section 10 of the Rules for machinery he could not obtain the figure 1. I, however, pointed out that if the anchors, chains, and warps were of sufficient size it would entitle the vessel to the figure 1.

The spare shafts, etc., were only a recommendation and were not part of the figure 1.

There was no statement made by the Owners that the first part of Section 10 for spare gear was not to be supplied, and I concluded at that interview that the spare bolts, nuts, etc. would be supplied, but it may be that the Builders omitted supplying the spare bolts and nuts, considering the limited trade the vessel was in.

I may mention that the vessel although having Coasting Service added to her class will be exclusively engaged in the pulp wood trade from a



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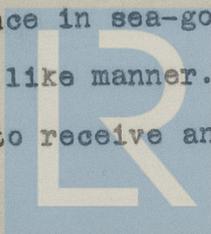
short distance below Quebec to Buffalo and will only be employed during the time the St. Lawrence is open for navigation, after which she will be moored at Buffalo during the winter.

The Chairman thinks, in all the circumstances, that the best thing would be for you to call personally on the Owners, who are resident in New York, and explain the matter to them. It may be that in view of the trade of the vessel they do not really require the words "Coasting Service" as part of the class, in which case the spare gear would not be required, or that if they prefer to have this qualification you will no doubt be able to persuade them to supply the spare gear required by the Rules.

With regard to the method of securing the propeller to the screw shaft, which it is assumed was dealt with on the spot by the Engineer Surveyor, Mr. Smellie, it is to be regretted that in view of the unusual nature of this method, it was not submitted for approval before the work was commenced.

In this connexion, it is desirable that you should state whether in the case of any other vessel classed, or unclassed, by this Society built in the United States the propeller has been secured in a similar manner, and whether there has been any experience in sea-going or other vessels with propellers secured in like manner.

I shall be glad to receive any remarks generally



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ou may be able to offer on the subject.

Yours faithfully,

James H. Mancor, Esq.,

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