

# Lloyd's Register of British & Foreign Shipping,

342, Argyle Street, Glasgow.

4th. November, 1914.

Dear Mr. Scott,

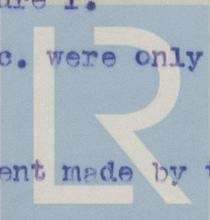
I duly received your letter of the 3rd. instant in connection with the screw steamer "INTERNATIONAL" built by the Great Lakes Engineering Works to the order of the Atlantic Coast S.Co.

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 I 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 I. I, however, pointed out that if the anchors, chains and warps were of sufficient size it would entitle the vessel to the figure I.

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

There was no statement made by the Owners that the first part of Section 10 for spare gear was not to be supplied

to suit. This permits the propeller to be made a good



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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 <sup>class</sup> coasting service added to her/will be exclusively engaged in the pulp wood trade from a 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.

I am not in a position to state how the propeller was secured to the screw shaft, but would suppose it was fastened the same as those of the vessels built by the same firm for the Ocean Freight Line of New York.

Yours faithfully,

*J. French*

A. Scott, Esq.,

LONDON.



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t to suit. This permits the propeller to be made a good

For the Chief Engineer  
Surveyor

as  
5/10/14

DRS

JLM 5/11/14

Home made  
note

*[Handwritten signature]*

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