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3rd November, 1914.

Dear Mr. French,

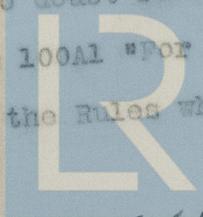
In the case of the screw steamer "INTERNATIONAL" built by the Great Lakes Engineering Works to the order of the Atlantic Coast S. S. Co., of New York, two questions have arisen on the First Entry Report on the machinery, (i) regarding spare gear, and (ii) regarding the method adopted for securing the propeller to the screw shaft.

Upon the receipt of the First Entry Report I 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 you were probably at New York when the plans were dealt with, the Chairman would be glad if you would kindly let him know what your recollection of the matter is.

You will no doubt remember that the class proposed for this vessel is 100A1 "Port St. Lawrence River and Coasting Service." In the Rules which have been proposed



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for vessels trading on the Great Lakes no spare gear is required, and this position has been accepted for vessels classed "For service in the River St. Lawrence", but the fact that the "INTERNATIONAL" is intended for Coasting Service seems to take her out of this category. It may be within your recollection that in the case of the Steamers "CITY OF ANNAPOLIS" and "CITY OF RICHMOND", built by the Maryland Steel Co., for the Chesapeake S. S. Co., and classed A1 "Service Chesapeake Bay", spare gear was required to be supplied.

I take it that the method of securing the propeller to the screw shaft would not come before you but would be dealt with on the spot by the Engineer Surveyor, Mr. Smellie. If, however, you have any knowledge regarding the same, the Chairman would be glad to hear from you on this point also.

With kind regards,

Yours faithfully,

James French Esq.,

GLASGOW.



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