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Lloyd's Register of British & Foreign Shipping.

71, Fenchurch Street, E.C.

2nd September, 1910.

Glemen,

I duly received Mr. Ives' letter of the 27th
respecting the steel screw steamers Nos. 420 - 424
being by Messrs. Chr. Ruthof, of Mainz-Castel, and I have
acquaint you that the suggestions made by Mr. Ives with
ard to the surveys on the hulls of the vessels will be
proved, it being considered that the hull surveys should
holly carried out by you, and if possible by Mr. Ives
self.

The question of the equipment proposed for these
vessels received the consideration of the Committee at their
meeting today when it was decided that to entitle the vessel
to the figure 1 the following equipment should be supplied,

2 Anchors each $2\frac{1}{2}$ cwt. ex stock

1 Anchor 1.4 cwt. ex stock

60 fms. $33/64$ " chain cable

60 fms. 3" hawser

60 fms. 3" warp.

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This equipment is in accordance with what has been proved in the cases of similar vessels intended for river uses.

With regard to the survey of the erection of the machinery on board it is thought that it will be less convenient for this to be done by the **Society's** Surveyor Vienna or by you than by the Genoa Surveyors who will undertake the inspection during construction.

Before, however, a decision is come to upon this point, I have to request that Mr. Ives will be good enough to furnish particulars of the train journeys to which ~~you~~^{he} alludes in stating that Regensburg is only 3 hours further from Trieste than from Vienna.

With regard to the electric lighting, it is considered that if this is carried out in accordance with an approved plan, it could be inspected either by the Surveyor who surveys the vessels' hulls or by the Engineer Surveyor, whichever may be the more convenient.

I am, Gentlemen,

Your obedient servant,

Surveyors,

pro Secretary.

TRIESTE.



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