

Reference

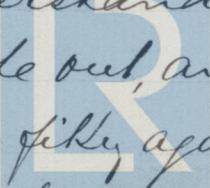
Lloyd's Register of British
and Foreign Shipping.
Plymouth

LLOYD'S REGISTER
LONDON
DECR - 21. 1900

1st May 1900

The secretary
Sir

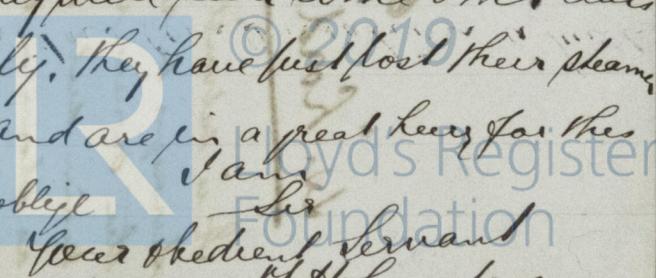
I beg to enclose for the Committee's consideration a letter, Midship section & profile from Messrs Bain Sons & Co with reference to the Main deck stringer plate on the s.s. "Lord Panmure" which was recommended by the ~~Committee~~ to be renewed and one 3¹/₂" by 6¹/₂ to 19 x 6¹/₂ to be fitted. On my return from London I went to Penzance where this vessel is laid up and saw Messrs Bain Foreman, and pointed out to him the Committee's recommendation. He went and saw the Owners who consented to carry out the recommendations with the exception of the pillar in way of the Hatchways, but they say how that they did not understand ^{they had} to take the old stringer plate out, and have now fitted the inner angle fifty against the deck to form the bulkhead. drilled and riveted, they have each



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ask to be allowed to fit as compensation a bulk
plate $6 \times \frac{1}{16}$ between two angles $3 \times 3 \times \frac{1}{16}$, as shown
on the Midship section & profile, in lieu of removing
the Main deck stringer plate, and the main deck
in way of the same. They also propose to double
the raised quarter deck side plating and
bulwark in way of the brake as shown on the
profile for 12 feet. I think Mr Bain would consent
to renew the midship part of the stringer from
the brake of the R. L. deck to within about 30 ft
from the stern. They would only have to left $\frac{1}{4}$
strakes of deck planking, if the Committee would
approve of the old stringer to remain for the 30
ft forward which is $16 \times \frac{1}{16}$. This vessel is to have
a topgallant forecastle deck fitted, and the
main deck and stringer to remain the
topgallant forecastle to have an open front.
This will partly strengthen the ends of the vessel.
I think if they are demanded to remove the stringer
from brake to stern they will seek some other class
from some other society. They have just lost their
Veronica by collision, and are in a great hurry for this
vessel. an early reply will oblige

Yours obedtly servt
J H Sanday



Referred to the Chief Ship Surveyor.

a.s.

Mr. Lord Darnmore

It is submitted the Falmouth
Surveyors be requested to inform
the owners that unless the
main deck stringer be renewed
as shown on the approved tracing
of midship section and profile,
the vessel cannot be recommended
to the Committee as eligible to
be classed in the Society's
Register Book. The tracing
should be returned to the Surveyors.

C. H. J.
2/5/00

Lrr. 1. 5. 00

Amd. 2/5

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