

Mr Martine to report
11/4/87

1887
London 31 Mar
M^{rs} Patton & Co
Per 1st Mar
Aug 9
" Persian Monarch
19 Sept Monarch

John Patton J^r.
J. J. Vickers.
JOHN PATTON J^r & CO.
SHIP OWNERS,
Shipping & Insurance
AGENTS.
Liverpool Agents.
PATTON, VICKERS & CO.
IRWELL CHAMBERS WEST,
(Off Oldhall Street.)



Address for Telegrams:
PATTON, LONDON.

5, Newman's Court, Cornhill,
and Lloyds,
London, Mch 31st 1881
E.C.

Dear Sir,

We have to own receipt of your letter of the 25th inst in further reference to a load line for the 'Persian Monarch' and her sister vessels: Altho for reasons expressed in ours of the 22nd these vessels do not in our opinion come within the rules of your Society in respect to a compulsory load line, we are quite disposed without prejudice to meet your views as expressed in your letter - we have therefore carefully considered the points touching on this matter and now submit a load mark of 24 ft for your approval as a maximum draft to which these steamers may be properly and safely loaded, and if we remember correctly the 'Plimsoll' disc is marked at 24.6". — The free board of these steamers when loaded to this draft is greater than you require for an awning or spar decked vessel according to your usual method

of calculating it as we understand same; and in proportion to their displacement it is extremely moderate. We enclose the ^{and Egyptian} "Persian, Monarchs" scale of displacement to bring the matter more clearly before you. We would further mention that these steamers draw less water and have more freeboard than any Transatlantic liners of similar dimensions. Beyond these points in their favor they are built on the "Admiralty bracket" principle having a double bottom the whole length of the ship, which mode of construction as you will be aware is generally considered by Shipbuilders to increase considerably the strength of the vessel and the free space below the cargo (not measured into the depth of the ship) gives greater buoyancy; They have two iron decks and webframes throughout, the rivetting in parts is beyond the rules and they have an extra watertight bulkhead required by the Admiralty to place her on their list.

Referring to the Battle Shelter deck the angles & plates of which are only a shade below your specified scantlings for an awning decked vessel; experience has proved to us that such an arrangement is necessary for

Please return displacement scale when your Committee have finished with it.

carrying battle safely and humanely - and we believe that these steamers as they are constructed and fitted are the only ships afloat fit to carry battle across the Atlantic in winter, with the exception perhaps of the steamship "Hooper". Tho' this question may not directly affect the subject herein referred to, it seems to us important from our point of view that this type of construction for ships engaged in the transport of battle in winter time renders such vessels perfectly seaworthy, and we cannot give you a more practical proof in support of our belief than that our Mr Patton crossed from New York in the "Apyrian Monarch" last January, and experienced during that voyage as bad weather as any that has been recorded during the whole of this winter, during the voyage the vessel behaved herself admirably and proved herself in all respects seaworthy. - We trust with these statements and explanations we shall find our views in harmony and this question disposed of satisfactorily.

We are, Dear Sir,

Yours respectfully,

B. Weymouth Esq
Secretary
Lloyd's Register of Shipping
White Lion Court &c.

John Patton

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Lloyd's Register
Foundation