

JOHN PATTON.

"MONARCH" LINE OF STEAMERS.

J. J. VICKERS.

JOHN PATTON JUNR & CO
SHIP OWNERS, SHIP & INSURANCE AGENTS.

Address for Telegrams, PATTON. LONDON.

TEMPORARY OFFICES.

7, Fenchurch Avenue,
and Lloyds,London, 3rd May 1887.
E.C.NEW YORK,
PATTON, VICKERS & CO
6, Bowling Green.LIVERPOOL,
PATTON, VICKERS & CO
Irwell Chambers West.B. Waymouth Esq
SecretaryLloyds Register of Shipping
2 White Lion Court E.C.

Dear Sir,

In reply to your favor of the 28th ulto
our purpose in putting freeing ports in sides of
the shelter decks of 'Egyptian Monarch' and sister
vessels is, firstly, one of prudence, for the simple
reason that it is not an impossibility that those
vessels might ship some water in very heavy weather.
Altho the Ventilators have storm tarpaulins to be used
in case of necessity it would only be in extreme
cases that the Ventilators would be so covered, and,
as we have explained to your Chief Surveyor, when battle
are being carried, the Hatches are, as a rule, kept off;
our object being to give as much fresh air as possible

GLS187A-0109

to the battle, consistent with the safety of the ship.
Of the two evils - whether the battle should sometimes be wet
with sea water, or the ventilation so curtailed that they
will be almost suffocated, we certainly think the
former is the lesser; and experience has taught
those who have studied the question of carrying battle
that it is impossible to carry them without some
exposure, unless shutting out the fresh air to such
an extent that they might die from suffocation. --
So far our arrangements have proved satisfactory,
and the vessels have been pronounced by practical
men, who have specially inspected them to be as
complete in their arrangements as it is possible to
make battle carrying steamers. If, as is conceded,
a well-decked ship with high bulwarks having
freeing ports is seaworthy loaded down with only
about 2ft free board, how much more must such
a vessel as the "Egyptian Monarch" with a free board
of 12 @ 14 ft, and the upper structure or covering with
bulwarks inside, be safe and seaworthy. To do
away with the freeing ports in our opinion would
be to increase the danger and alter the character
of the vessels; bearing in mind always that there
are strong clasps for fastening the freeing ports,

4/5/81

G.C.

Has Dr. Hastell any
remarks to make on this
letter? J.M.

It is submitted that we have
no further remarks to make
on this subject beyond those
embodied in our previous
endorsements. The ports at
present are not, in our opinion,
safely or efficiently closed,
as is required for the ports
in the sides of vessels having
perfectly covered in decks.

5/5/81

1872

W.P.

W.P.

Yours faithfully
John Patton

We are, Dear Sir,

from the inside, and a strong iron rim worked on to the
inside edge of the Bulwarks in order that the ports, when shut, fit
close to and ~~be~~ practically watertight. In fine weather it will be
a great advantage to the battle to have these freeing ports kept open.
Finally we would remark that we have up to the present adopted
the views of your Committee of Surveyors, from time to time, as they have
been expressed, to the best of our ability; and would again remind
you that in discussing the plans for these vessels prior to your Committee
adopting them, it was insisted upon by you that these vessels
should have freeing ports as a means of safety and not a source
of danger.

1887

London 3 May

W.P. Patton

Per 4

Ans 5

"Egyptian Monitor"



© 2021

Lloyd's Register
Foundation