



Lloyd's Register of British & Foreign Shipping,

14, Cross-shore Street,

LLOYDS REGISTER
LONDON

Greenock, 27th July, 1907.

REC^d 29 JUL 1907

ANS^r 31/7.

6 Encls.

Sir,

I respectfully beg to inform you that we have received the enclosed letter and tracing from Messrs The Grangemouth & Greenock Dockyard Co., the owners of the T.S.S. "ANGLIA" of London, shewing the alterations they propose to make in her construction, requesting that I should forward the enclosed plan to London with my remarks, as their Mr. Millar will call at our Head Office on this Monday morning with reference to their suggestions, and also with regard to the scantlings of a steamer, which they contemplate to build to Class A.1 "River purposes", as I already advised you in my letter of yesterday.

I may remind you that this vessel was wrecked and salvaged and has been recently sold to Messrs The Grangemouth & Grk Dy Co. who intend to repair her and make several structural alterations.

Their letter states that they propose to partly remove the orlop deck in the after hold and construct two W.T. tunnels. The orlop deck stringer they propose to cut back as shewn on their tracing and offer compensation by fitting face plate to cover end of beams and attached to them by angle lugs, but with no attachment of the stringer plate to the face plate.

The tracing however also shews that the builders contemplate

contemplate removing also the lower deck beams and plating in the holds Nos.2, 3, 4 & 5 with some compensation for the omission of extra strong beams at ends of hatchways etc. as required by the Rules, by fitting a face plate covering inner edges of the cut beams of this deck but with no connection to the stringer; this appears insufficient and I would suggest that two pairs of web frames be fitted in each hold. On account of the removal of the lower and orlop decks on frames 52, 78 & 143 should be fitted with semi box beams. The pillars are proposed to be fitted to hatchways in the lower holds and tween decks as required by the Rules.

The Builders intend to make good the extensive damage the vessel has sustained to the bottom by replacing same as in the original construction except the tank tops plates under boilers, which they propose to plate transversely except the centre line plate and one adjacent to margin, which will be fore and aft. All the edges and butts of the transverse plating will be double rivetted.

I enclose herewith for reference the original approved tracings (1) Midship section, (2) Profile & Deck plans, together with the first entry report, which please kindly return for guidance during alterations and repairs.

I may remark in conclusion that it is not intended to replace the cable tanks.

I am, Sir,

Your obedient Servant,

Edward John Mersey

The Secretary,

L O N D O N.



Lloyd's Register
Foundation

G2K355-0115 (2/2)

Referred to the Chief Ship Surveyor.

JUL 20 1907

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