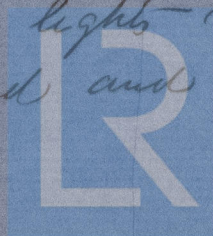


Lloyd's Register of
British & Foreign Shipping
Glasgow, 14th Sept. 1875

The Secretary Lloyd's Register

Sir, In reply to your Letter of
the 15th Inst. desiring to be furnished
with full particulars, respecting the
alleged bursting of a side port, in
the S.S. State of Virginia, ⁹⁹⁵ about which
reference was recently made in the
Standard Newspaper, beg to say; that
from personal observation, as soon as
the cargo was discharged, and from
enquiries made, it was found that one
of the seven inch circular side
illumination, immediately below the
midstake deck on the starboard side
in way of main hatch, had been forced
in-board, when the vessel had been
about four days out from New York
on her late voyage to Glasgow,
causing the water to enter the main
hold and damage her Cargo.

The lights referred to are
of an approved and efficient



Lloyd's Register
Foundation

For the Chief Surveyor
22/11/70

description protected on the outside
from the sea by an iron dead-light,
and on the inside, from the Cargo,
by an iron covering, provided with
properly fitted screws, such as is
customary, which when reached,
after it was found water was
making there, was found not
screwed up.

We are Sir,

Your obedient servants

Saml. Laphorn
for Surveyors

The article from the Standard
Newspaper referred to is herewith
returned

S.L.

It is submitted that Mr Laphorn's
Explanation is not sufficiently explicit to
enable an officer of the firm to know the
accident happened. It would appear from
his description that the inside covering
only was found not screwed up: & so
it is difficult to understand how the
external iron dead-light was not
in. If the outside dead-light was not
put on, it should be explained whether
the plan was protected by iron bars, as
they should be in such cases. It is perhaps
desirable in order to understand this that
a sketch should be furnished, showing
the fitting of the first-class to the plan, for
the information of the Committee

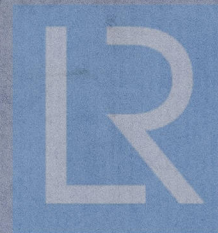
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1875
Glasgow 17th Sept
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State of Virginia



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