



# Lloyd's Register of British & Foreign Shipping,

342, Argyle Street, Glasgow.

26<sup>th</sup> May 1906

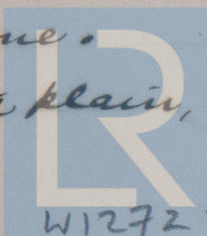
The Secretary  
Glasgow }  
Sir, }

S.S. "Visigoth"  
Messrs A. McMillan & Sons, 404.

We beg to acknowledge receipt of London letter of the 18<sup>th</sup> inst, and in regard thereto have to state, that during the fitting out and completion of this vessel, neither the Inspector, Chief Engineer or ourselves were aware of any difficulty in clearing the water from the timbers outside the double bottom.

A few days before the receipt of letter above referred to, the Inspector called on us and informed us of the Engineer's statement from Antwerp, he like ourselves was much surprised, and we agreed, if the case was as stated by the Engineer, there was nothing for it, but to fit an additional suction into bulges at forward end of the after hold, and this has now been done.

It is quite plain, if the water



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that may accumulate at either end of this hold is to be absolutely under control of the pumps notwithstanding the trim of the vessel, that actions should be fitted, not only in the well at after end of hold as done, and as on approved pumping plan, but in each of the timbers outside tanks at fore end of after hold.

This case is precisely similar to others by same Builders, and regarding which they say they have never received a complaint, and to more fully shew their views, they have prepared the enclosed sketch of after end of the vessel as built; by which it will be seen the difference in level of the margin plate cutting line with shell is  $11\frac{1}{2}$ " with vessel on even keel, and this of course would be reduced corresponding to draught of vessel by the stern.

As she was loading at the time in the other holds, from the sketch it would appear, she must have had a good list, otherwise the water could not have been retained in the timbers as found with vessel at such a trim by the stern; further it is thought the low side only of the ship was tried, as the water



cause accumulates there according to the  
 it, as shown by Builder's sketch, while the high  
 side would be freed of water.

The several statements made about this  
 clearly show a very great inconsistency,  
 Builders state there would be  $11\frac{1}{2}$  at fore end, vessel on even Keel }  
 cause with a reasonable draft by the stern, this would be reduced }  
 Engineer states there was  $15$  at fore end with vessel  $4$  ft by stern  
 and  $+ \frac{6}{4}$  due to length of tanks  
 thus making it  $21\frac{1}{4}$  if she was on even Keel.

The Engineer also states there was  $30$  with vessel on even Keel.  
 Surveyor " " "  $8\frac{1}{2}$  " "  $6\frac{1}{2}$  by stern  
 and  $+ \frac{10}{4}$  due to length of tanks.  
 thus making it  $18\frac{3}{4}$  if she was on even Keel.

He can only understand these discrepancies  
 measuring one side only and that with varying  
 degrees of list.

In such cases as this, with one suction  
 pipe employed for either the engine or hand pump,  
 that suction led to well aft end of hold, if  
 it is desired to have all water under control  
 the pump is notwithstanding, trim or list of vessel,  
 the timbers outside tank margin should be cemented  
 at fore end so as to improve the drainage, but



this could only <sup>lt</sup> meet the requirements of certain conditions; An additional suction should be fitted in each hold at forward end of after hold, or a hand pump fitted on each side at this part.

Particularly if ceiling is fitted only under hatches and over lumber with the possibility of cargo lying direct on tank top, instead of on ceiling fitted on bearers as in old system, and which would afford protection to the cargo, even if water should pass out of the lumber.

As the arrangement of suction pipes in this case is not unusual, we beg to submit the points raised for the consideration of the Committee.

The papers sent for reference are returned herewith as requested.

Yours Sir.

Your Obedient Servant

J. L. S. S. S. S.

J. W. Dimmock.

Enclos



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