

e: 293 London Wall.

Telegrams:
"GUZ, LONDON."

"DARD" Shipping Code.

THE
Steamship Company,
LIMITED.

JOSS, SONS & CO.,

Steamship Owners and Brokers,

25, ABCHURCH LANE,

LONDON, E.C.

LLOYDS REGISTER
LONDON.

REC: 14 MAY 1906

ANS:

14th May 1906.

Messrs Lloyds' Register of British & Foreign Shipping.

71 Fenchurch Street. E.C..

Dear Sirs,

S/S "VISIGOTH".

Confirming our conversation of this morning, we beg to enclose you extract from the Chief Engineer's letter on the subject of the suction in the bilge of No 5 Hold of above vessel; also a sketch showing how he proposed to deal with it, and a sketch showing where the water lies.

On receipt of this we ordered the Captain to get the necessary connections put in, and also, on the advice of our Superintendent Engineer (Mr Crockatt of Glasgow), we have ordered sounding pipes to be fitted at the fore end of this hold.

We have advice from the Captain that this work is in hand: they are putting in cast iron pipes with lead bends for the pipe alterations, and the sounding pipes are being fitted.

The cause of the trouble seems to be that the Shipbuilders have put the suction too far aft in the hold.

We advised the Builders - Messrs Archd McMillan & Son Ltd - of this defect, and enclose copy of their reply: you will notice that they say that, by their calculations, there would be $6\frac{1}{2}$ " of water at the fore-end with the vessel 4 feet by the stern, and they agreed with Mr Crockatt that on an even keel there would be $12\frac{1}{2}$ " of water at

the/

Telephone: 293 London Wall.

Telegrams:
"TUNGUZ, LONDON."

"STANDARD" Shipping Code.

THE
Nomadic Steamship Company,
LIMITED.

JOSS, SONS & CO.,

Steamship Owners and Brokers,

25, ABCHURCH LANE,

LONDON, E.C.

14th May 1906.

(2).

Messrs Lloyds' Register Of British & Foreign Shipping.

The forward end - and even this Mr Crockatt pointed out would constitute a grave risk of damage to cargo.

But you will see from the Chief Engineer's letter that there must be a greater fall forward in this bilge than Messrs McMillan have allowed for.

We shall be obliged if you will get a full report from your Glasgow Surveyor who was looking after the ship, and also a report from your Antwerp Surveyor: and as the steamer is loading ~~the~~ this hold may be required at any time, we shall be further obliged if you will instruct the latter to hold his survey tomorrow morning.

The Writer will be Antwerp tomorrow morning.

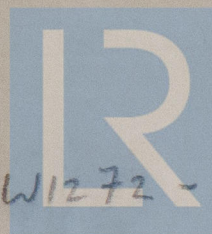
Please return the sketches when finished with.

We are, Yours faithfully,

THE NOMADIC STEAMSHIP COMPANY,
LIMITED.

Philip P. Joss

DIRECTOR.



© 2021

Lloyd's Register
Foundation

W1272-0207 2/2

Referred to the Chief Ship Surveyor
and the Chief Engineer Surveyor.

Notes for Mr. S. A. Hinde note.

[Handwritten signature]

DIRECTOR

[Handwritten signature]

EMITTED

THE HONORABLE STEPHENSON COMMISSION

He also, however, in the morning.

Between London and the other end of the line.

The other end of the line is the other end of the line.

Between the other end of the line and the other end of the line.

Between the other end of the line and the other end of the line.

Between the other end of the line and the other end of the line.

Between the other end of the line and the other end of the line.

Between the other end of the line and the other end of the line.

Between the other end of the line and the other end of the line.

Between the other end of the line and the other end of the line.

Between the other end of the line and the other end of the line.

Between the other end of the line and the other end of the line.

Between the other end of the line and the other end of the line.

Between the other end of the line and the other end of the line.

(S)

EMITTED

THE HONORABLE STEPHENSON COMMISSION

THE

THE HONORABLE STEPHENSON COMMISSION

THE HONORABLE STEPHENSON COMMISSION

THE HONORABLE STEPHENSON COMMISSION

1444 1000 000

1000000000

1000000000

1000000000

1000000000

COPY