

CFC/GN.

TELEGRAPHIC ADDRESS: "SPECIFIC" NEWCASTLE ON TYNE.  
TELEPHONE N° 72 CENTRAL.

*en. Christensen & Smith*

ENGINEERS, NAVAL ARCHITECTS,  
AND MARINE SURVEYORS.

DIRECTORS:

CHRISTENSEN, M.N.I.F. M.I.N.A. (NORWEGIAN).  
GOVERNING DIRECTOR.  
ESEN, M.N.E.C. INST.  
DR. ING. M.I.N.A. M.N.I.F.

*on Tyne and Cardiff.*

*in Oslo (Christiania).*

SCOTTS 107. A.B.C. 57. ED. & LIEBERS.

LLOYD'S REGISTER  
RECEIVED  
17 MAR 1928  
Ansd. 13/3  
LONDON

*Grey Street.*

*Newcastle on Tyne.*

March 15th 1928.

The Secretary,  
Messrs. Lloyds Registry of Shipping,  
71, Fenchurch Street,  
LONDON E/C/3.

Dear Sir,

S.S. "SIR JAMES CLARK ROSS"

Your favour of the 14th inst, to hand with enclosed blue prints in return with your remarks on the blue print of the outline sketch, showing the proposed lengthening and fitting erection, and all duly noted.

We should be pleased to learn what reductions in scantlings could be made in case the vessels draft were increased 12" instead of 18", alternatively what the present draft could be increased in case of erections only being built over the fore deck (between bridge and forecastle) of scantlings, as the bridge erection.

The indication made on the blue print will involve such a big cost that it will become prohibitive for the Owners.

We take it according the remarks on the plan that practically the whole present meat plan on aft deck will be scrapped and such an additional expense the Owners cannot afford.

When speaking with your Mr. Ward we understood the present beams could remain with fitting additional ones. The present spacing as you show on the meat plan is about 3'9" to 4 ft, this one additional beam could be fitted in between and with new frames of 5" channels deep placed between the present ones. The present 5" channels and web frames to be adjusted and put in line with the ships side.

We trust you will excuse us troubling you with these

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ARNESSEN, CHRISTENSEN, & SMITH, LTD., Newcastle-on-Tyne.

S.S. "SIR JAMES CLARK ROSS" - Messrs. Lloyds.

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various proposals but the Owners have to increase the capacity of this factory and it is essential to achieve it in the most economical way.

To completely plate the bridge deck and double the bridge sheer will be rather a very costly matter as it means to destroy more or less all the accommodations in the bridge. However, if required a broad heavy stringer plate could be fitted alongside the casing as there is an 8 ft. alleyway on both sides of the casing in the bridge.

Awaiting your considerate information, we remain,

Yours faithfully,

*Arnissen, Christensen & Smith Ltd.*  
*Arnissen, Christensen*



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Referred to the Chief Ship Surveyor.

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