

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the incident.

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

*en. Christensen & Smith, Ltd.*

ENGINEERS, NAVAL ARCHITECTS,  
AND MARINE SURVEYORS.

DIRECTORS:  
CHRISTENSEN, M.N.I.F. M.I.N.A. (NORWEGIAN).  
VERNING DIRECTOR.  
ESEN, M.N.E.C. INST.  
RING, M.I.N.A. M.N.I.F.

*6. Grey Street.*

*Newcastle on Tyne.*

*100 A1 Carrying  
Whale Oil in Bulk* 8th March 1928.

*on Tyne and Cardiff.*

*Oslo (Christiania).*

SCOTT'S 10TH A.B.C. 5TH ED. & LIEBERS.

Messrs. Lloyd's Registry of Shipping,  
71, Fenchurch Street,  
London.



Dear Sirs,

s.s. SIR JAMES CLARK ROSS No 35059 in R13

Referring to the various conferences with your goodself regarding the prospective lengthening and building a shade deck or awning deck between the erections namely forecabin, bridge and poop, and we hereby beg to enclose, a general arrangement of the vessel as at present. 2. General arrangement of the meat platform. 3. General arrangement of meat and blubber factory. 4. General arrangement with indication of the lengthening and operation by fitting decks between erections. We hope to maintain this structure of the bridge as at present, otherwise the removals etc. in whole ~~recomendation~~ will involve great cost, but alongside the casing there is only an alleyway and here we could lift the deck and fit about 5' broad and thick tieplates. We hope by the erection being continuous from fore to aft that you could grant an increased draft of about 15" to 18". The ship is intended to be cut at aft end of second oil tank forward of the boiler room and the fore end of the ship drawn forward 14 frame spaces which will give a lengthening of 30' 4". The scantlings of the new hull section will be the same as that presently in the mid-ship section. The awkward part is, of course, the present erection on aft deck (the meat factory) however we thought of utilising the present framework by fitting flanged plates to the present web frames and cut loose the 5" channels and shift them out in line with ship's side and if you required, fit additional new frames in between. The present bulkhead plating to be cut away and new side plating be fitted of thickness 10 and 9/20. Further to remove the present stringer plate and make these of bigger dimensions, also fit a heavy tie-plate over the present girders and connect same with bracket plates and angles to the engine casing and deck aft. We quite agree this is not the customary connection and arrangements but we trust you can assist us and approve of our suggestion, otherwise the cost of alterations will be very heavy for owners. You note we intend to

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S.S. SIR JAMES CLARK ROSS.....

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fit a deep stringer alongside the new shell plating in line with the present erections so to give a continuous line of strength ~~at~~ of the present erections deck stringers. Our Mr. Christensen will call upon you to-morrow forenoon for further discussing this matter which the owners are very anxious to have laid before them as early as possible as the ship is now on the way to Europe and the time is very limited to complete the suggested lengthening and erections.

Thanking you in anticipation.

We remain,

Yours very truly,

*ACSW*  
Arthur Christensen

P.S. Plans handed to Mr. Gering 9/3/28.



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Lloyd's Register  
Foundation

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