



Lloyd's Register of Shipping,

Collingwood Buildings, Newcastle-on-Tyne, 1.

10th October 1938.

Dear Mr. Scott,

Reference

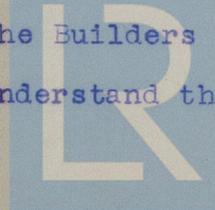
Messrs. Swan, Hunter & Wigham Richardson Ltd., Wallsend Shipyard, are negotiating with Norwegian Owners, per Messrs. Arnesen, Christensen & Smith Ltd., of Newcastle, for the construction of a Single Screw Motor Cargo Vessel of about 9,500 tons deadweight.

It is understood that this vessel will be similar to previous vessels which they have built for The Hopemount Shipping Co. Ltd., one of whose vessels, the "HOPESTAR", was built to our Class.

The new vessel will be of the Shelter Deck type with freeboard corresponding to a summer moulded draught of about 25'-10 $\frac{1}{2}$ ".

The butts of the bottom shell plating to the upper turn of bilge, also the butts and seams of the decks, tank top and bulkhead plating are to be electrically welded.

It would appear that the Owners being Norwegian will prefer the vessel to be built to the Class of the Norske Veritas, but the negotiations are not yet concluded and we have been able to get the Builders to submit an outline section and profile which we understand they are forwarding



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W174-0303 (1/3)

Malcolm K. Scott Esq.

10th October 1938.

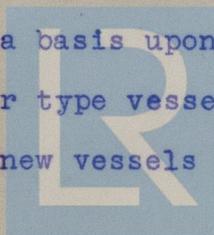
direct to London tonight and are anxious to have an early approval.

The submission of a plan to Lloyd's Register and our approval will not signify that the vessel will be built to our Class, but it may form the basis of negotiations with the Owners for the Class either of Lloyd's or of the Norske Veritas.

It has been mentioned in conversation by the Builders that the weight of steel according to Lloyd's Register scantlings is about 15 tons more than the Norske Veritas who, in their turn, are stated to be about 25 tons heavier than the British Corporation.

You may remember that the question of the comparative weights of a vessel similar to the "HOPECREST" was the subject of correspondence in July 1936, with particular reference to your letter addressed to me on the 6th July 1936.

It would appear to be desirable that in dealing with the present submission if it should be possible to indicate any reductions from the proposed scantlings this should be shown on the plans, as I am of the opinion that these plans will serve for the future as a basis upon which the weights for the "HOPESTAR" and similar type vessels will be based and if, as is expected, some new vessels should be built, the



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Malcolm K. Scott Esq.

10th October 1938.

British Corporation are sure to make a strong endeavour to
retain their connection with this Company's vessels.

Yours faithfully,

R. S. Lumball

Malcolm K. Scott Esq.,

LONDON.



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W174-0303P3

Referred to the Chief Ship
Surveyor

hks

11.10.38

for Mr Rowrick
to note.

Sp
J.M.

(Should have been recorded)



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