

LLOYD'S REGISTER
Recd. 21 JUL 1924

Ans'd.

LONDON

PORT-GLASGOW

18th July, 1924.
Friday.

ack 21/7

Dear Mr. Scott,

Before dealing fully with yours of 10th with accompanying enclosure, and the discussion which I had with the Chairman on Tuesday, would you be good enough to let me know what the compressive stresses on the bridge deck of the "Gretaston" under condition "c" stated on page 2 of your memorandum, namely - with all ballast tanks filled and 2000 tons of coal stowed amidships, would have been if the vessel had been built to the 1921-22 Rules, but had had 1/20 added to the thickness of the ^{bridge} deck plating (not the stringers) between the after end of the Saloon house and the fore end of the side houses. I ask this because such an arrangement was usually fitted by us before the introduction of the new Rules, and I have not heard of any trouble in vessels so fitted, though, as explained, we always looked upon the bridge deck abreast of the stokehold as a tender spot ~~where~~ no extra scantlings were arranged. I should like this figure to place against the figures of 9 and 8.5 given in your memorandum for similar conditions. I will then write you fully as to our views on the matter.

Yours faithfully,

James McGraw

A. Scott, Esq.,
Lloyd's Register of Shipping,
LONDON.



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Foundation

W282-0139

For the Chief Ship
Surgeon

ad
H.H. 21/7/24

from Redman
to you

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17th July 1924

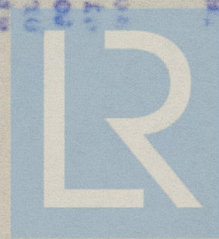
10th July 1924

Dear Sir,
I have the pleasure to acknowledge the receipt of your letter of the 17th inst. in relation to the above matter.
I am sorry to hear that you are unable to attend the meeting on the 21st inst. but I am sure that your absence will not be a disadvantage to the Society.
I am sure that you will be able to attend the meeting on the 28th inst. and I am sure that your presence will be a great help to the Society.
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Yours faithfully,
H.H. 21/7/24

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