

COPY.

1st February, 1918.

Dear Sirs,

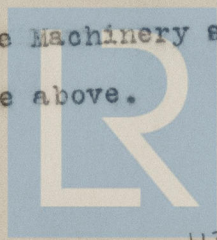
I have to acknowledge the receipt of your telegram of the 25th ultimo in further reference to the case of the steamer "ELLY" (ex Yacht "JACINTA") as follows, viz:-

"Steamer Elly owners request know your requirements for making vessel eligible class North Sea trade and free board same trade stop. Vessel has now completed voyages Norway UK and return loaded with pulp and coal respectively with very satisfactory result and the owners respectfully request you take into consideration present difficult circumstances Vessel now here Wire urgent".

In reply thereto I am directed to inform you that if the vessel is to be engaged in the North Sea trade, the scantlings and arrangements should be made such as to render her eligible for the 100A class.

In order to effect this, a 9" web frame should be fitted at the after end of the after hatchway, and a 9 x 30 web frame side stringer with 3 x 3 x 30 connexions to shell plating and face angle fitted throughout the holds to your satisfaction at the level of the cabin flat.

The framing in the Machinery space must be made equivalent in strength to the above.



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The wood planking of the tunnel and bridge must be replaced by steel plating, and the tunnel and bridge made equivalent to the Rule requirements.

If the figure 1 is desired, the particulars of the anchors at present on board should be submitted for consideration.

I therefore wired you yesterday as follows, viz:-

"ELLY if engaged North Sea trade scantlings  
"arrangement should be made such render vessel  
"eligible hundred A class Writing fully".

I am, Dear Sirs,

Yours faithfully,

Secretary.

P.S. Since writing the above I have received your letter of the 19th ultimo, the contents of which have been duly noted.

The Surveyors,

CHRISTIANIA.



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