

Any further communication should be addressed to:—

**THE SOLICITOR,**  
at the address given opposite.

The heading of this letter should be quoted:— **LB/DM.**

Telegraphic Address :  
**BOTLEGAL PARL. LONDON.**

Telephone No. : Whitehall **5140.**  
Extension. **94.**

**SOLICITOR'S DEPARTMENT,**

**BOARD OF TRADE,**

**GREAT GEORGE STREET,**

**LONDON, S.W.1.**



**LOYD'S REGISTER**  
Received  
**18 JUN 1938**  
Ansd.  
**LONDON**

17th June, 1938.

Dear Sir,

s.s. "QUARRINGTON COURT."

I anticipate that this Formal Investigation will be heard some time during the first or second weeks of September in Newcastle or South Shields.

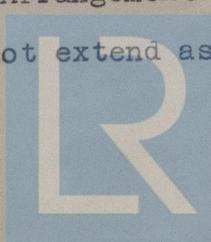
It will be necessary for a member of your staff to produce the Survey Reports, copies of which you have already sent me.

I have been going into the question of the construction of the ship with a view to putting some reason for the casualty before the Court.

You will remember that in the Inquiry into the loss of the s.s. "NOLLINGTON COURT" Mr. Watt furnished me with some particulars with regard to the necessity for continuing watertight bulkheads to the main deck only. It seems to me that the question of watertight bulkheads is one of some complexity, and perhaps the member of your staff who will attend to produce the Survey Reports would also be in a position to give evidence on the question of the bulkheads fitted to the s.s. "QUARRINGTON COURT."

The "NOLLINGTON COURT" was, I understand, built under the Rules in force for 1921-22 and consequently bulkheads were not required to be carried higher than the main deck. The "QUARRINGTON COURT," however, was built in 1928 and was, I believe, of the same type as the "NOLLINGTON COURT." If this is so, then if I understand Mr. Watt's statement correctly, watertight bulkheads are required to be carried up to the shelter deck. From an examination of the General Arrangement Plan, it appears that the watertight bulkheads did not extend as far as the shelter deck.

The Secretary,  
Lloyd's Register of Shipping,  
71, Fenchurch Street,  
E.C. 3.



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In order that the position may be quite clear, I should be obliged if you would let me have a statement dealing with the points which I have raised.

Yours faithfully,

*H. Leonard Bell*

for the Solicitor,  
Board of Trade.

Referred to the Chief Ship Surveyor

*HB* *hurd*

18 JUN 1938



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