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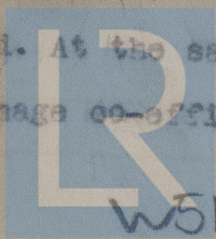
1st March 1911.

Mr. Harrison,

In the case of Messrs. Palmers' Shipbuilding & Iron Co's S.S. No. 812, which is practically sister vessel to one building by the Irvine's Shipbuilding Dry Dock Co. we sent a provisional assignment on the 18th January based upon ^a the provisional tonnage coefficient to agree with that of Irvine's vessel ^{and} on the understanding that the bridge above the shelter deck will have open passage ways.

the 16 Jan?
You will observe from the covering letter ^{that} we asked for the under deck tonnage to the shelter deck, also round of shelter deck beam, and full particulars of the bridge above same, *on completion.*

We have now received ~~the~~ amended particulars for Messrs. Irvine's vessel, giving the tonnage to shelter deck, round of beam, and that the bridge is intended to be closed. At the same time the ^{tonnage} is increased and the tonnage co-efficient works



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smaller than on the original particulars, and these
variations make a considerable difference in the provisional
freeboard.

As it is desirable that we shall
be uniform with these cases alike I shall be glad if you will
kindly arrange to have an amended provisional freeboard
sent for Palmer's vessel sent up, giving the estimated
height to shelter deck, round of shelter deck beam, and
indicating whether in their case it is also intended that
the bridge shall be closed at the ends. Also whether
the sheer is to remain as previously given, or if any
variation has been made in the same, to give the figures.

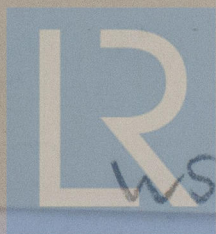
With kind regards,

Yours faithfully,

Geo R Mares

Harrison, Esq.,

NEWCASTLE.



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