

# COPY.

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 <sup>a</sup> the provisional tonnage coefficient to agree with that of Irvine's vessel <sup>and</sup> 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 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 coefficient is increased and the tonnage co-efficient works

# COPY.

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

As it is desirable that we shall in all such 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.



© 2020

Lloyd's Register  
Foundation

WS12-0356(1212)