



# Lloyd's Register of British & Foreign Shipping,

LLOYDS REGISTER  
LONDON.

REC: 7 DEC 1904

ANS:

53, Waring Street,

Belfast,

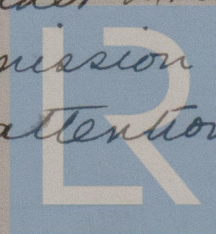
6<sup>th</sup> Dec<sup>r</sup> 1904

Reference

S.

The Secretary  
Sir

I have to acknowledge the receipt of your letter of the 3<sup>rd</sup> inst, re the omission of rudder stops in the case of the S.S. Star of Scotland, and in reply thereto, I beg to state that, as it has been the custom of the Owners of the above named vessel, for many years past, to dispense with the stops in question; as it was distinctly so stated in the Specification to which the vessel was built; and also that the Owners Representative stated that the Owners would not have stops on the rudder & rudder post, I allowed the omission to pass, and did not call attention to it when submitting



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submitting the plan of rudder for approval, and did not mention the fact on the first entry report; which decision I now regret.

With regard to the compensation afforded for the omission, I beg to inform you that, deck stops were fitted to bring the tiller up at  $40^{\circ}$ ; the shut-off of the steering engine being active at  $38^{\circ}$ ; and in addition to this, an efficient hand screw-down friction break was fitted to bear on the outer angles of the rudder quadrant; which angles were filled in solid at this part to ensure the break being effective.

Trusting that the above explanations will be deemed satisfactory

I am Sir

Your obedient servant  
E. J. Milton



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W803-0045  $\frac{2}{2}$



*Referred to the Chief Ship Surveyor.*

*C.S.A.*

7-DEC. 1904

*Referred to Mr. S. A. Hill.*



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