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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.

4th January 1918.

Dear Sirs,

With reference to your letter of the 24th ultimo respecting the case of your steamer "KILLISNOCK", I beg to acquaint you that the deficiencies from the requirements of the Society's Rules for the 100A Class may be compensated for in several ways, and it was thought proper to give you, as the Designers of the vessel, the opportunity of making a proposal in regard to them. As, however, you desire a statement of what alterations the Committee would be prepared to accept in order that the vessel may be considered eligible for the 100A Class, the following suggestions are made:-

1. An additional angle to be fitted inside the frames to the uppermost side stringer throughout its length.
2. The hand steering gear aft to be enclosed in a steel deckhouse.
3. Additional stiffening to be fitted to the engine and boiler casings.
4. The steering arrangements should correspond to those found on sea-going vessels, that is, rods and chains should be fitted above the deck if this has not already been done.

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If these alterations, or other equivalent proposals made by you, be carried out to the satisfaction of the Society's Surveyors, the vessel could be recommended to the Committee for their favourable consideration for the Class 100A1.

I am, Dear Sirs,

Yours faithfully,

Assistant to the Secretary.

Messrs. Atlas Shipping Co., Ltd. (of Canada),

Messrs. John Reid & Co.,

Baltic Chambers,

50 Wellington Street,

GLASGOW.



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