

COPY.

TRANSLATION.

December 15th 1917.

The Forth Shipbuilding and Engineering Co., Ltd.,

ALLOA.

Dear Sirs,

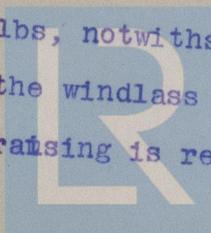
"HENRI LE COUR".

We beg to hand you enclosed a copy of the letter which we have received from the Captain of this steamer and of a letter which we are writing to Lloyd's.

At the time of the handing over of this steamer ~~to~~ *at* Newcastle, we had already made reserves with Messrs. Blake respecting the working of the windlass. As you will see it is entirely impossible to keep this apparatus on board and we beg you to do the needful to replace it in as short as possible delay, as the vessel may be immobilised on account of the difficulty in working this apparatus.

Yours faithfully,

P.S. Mr. Blake (senior) had renewed the steam reducing valve of 90 lbs to another one of 110 lbs, notwithstanding this alteration the insufficiency of the windlass does not admit of being used when an effort of raising is required.



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