

ON ADMIRALTY LIST.

TELEPHONE NO 23 PORT-GLASGOW.  
TELEGRAPHIC ADDRESS "HAMILTON" PORT-GLASGOW.



GLEN SHIPBUILDING YARD  
AND  
NEWARK SHIPBUILDING YARD.

LODGE'S REGISTER  
GREENOCK.

Recd. 16. MAR 1912

*Port Glasgow*

15th March, 1912.  
Friday.

Messrs. Lloyd's Surveyors,  
GREENOCK.

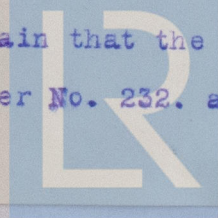
Dear Sirs,

With reference to the outfit for No. "232" S.S., we notice the three long links for attachment to stockless anchor have been supplied (through an error on the part of the chain makers) to work with 2-1/4" cable instead of to work with 2-5/16" cable.

We have taken the matter up with the makers and have their reply today as follows:-

" Replying to your Memorandum of yesterday, we are very sorry  
" to say that the links intended for the anchors for steamer No,  
" 235 were attached to the anchors for steamer No. "232", and  
" apparently the size of cable for No. "235" is 1/16" less than  
" for steamer No. "232". The mistake was made by the workman who  
" attached the links and was not discovered until the anchors had been  
" sent away.

" We really do not think, however, that the matter is of any  
" importance, and beg leave to explain that the links which we have  
" attached to the anchors for steamer No. 232. are a little larger  
" in/



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CONTINUATION SHEET

WILLIAM HAMILTON & Co., LTD.

Messrs. Lloyd's Surveyors,

No. 2.

Date 15/3/12.

" in size than actually required for  $2\frac{1}{4}$ " cable, being  $3\text{-}7/16$ "  
 " diameter instead of  $3\text{-}3/8$ " as required by Lloyd's. They are  
 " practically the right size for  $2\text{-}5/16$ " cable.

" With regard to the testing, they have been tested to a  
 " strain of  $127\frac{1}{2}$  tons, and when it is remembered that the tensile  
 " strain of the  $2\text{-}5/16$ " cable is only  $96\frac{1}{4}$  tons, and the tensile  
 " strain of the anchors only about 53 tons, and when it is further  
 " pointed out that these links are very much larger in diameter and  
 " stouter than the strongest links of the cable, the diameter of which  
 " is only  $2\frac{1}{4}$ ", we think that you will see at once that there is no risk  
 " whatever about the links, as there is a very wide margin of strength.

" We do not think that Lloyd's Surveyor is likely to take  
 " exception to the links when the above details are put before him,  
 " but if they should be objected to, we are willing to lay the matter  
 " before Lloyd's Committee, who, we feel sure will agree to pass the  
 " links. The requirements as to the size and testing of the links  
 " for attachment to anchors provides an enormous margin of safety and  
 " strength. "

We shall be glad to hear from you in this connection.

Yours faithfully,

William Hamilton & Company, Ltd.

*W. Hamilton*

Director.

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