

SWAN, HUNTER, & WIGHAM RICHARDSON, LTD

SHIP, ENGINE & FLOATING DOCK

BUILDERS AND REPAIRERS,

WALLSEND & WALKER-ON-TYNE.

LONDON OFFICE: 150, LEADENHALL ST., E.C.

PLEASE ADDRESS YOUR REPLY TO

I.H.

WALLSEND-ON-TYNE.

8th November, 1904.
Tuesday.

CHIEF SURVEYOR,

Messrs. LLOYDS REGISTRY,

NEWCASTLE-ON-TYNE.

Dear Sir,

CUNARD EXPRESS STEAMER No. 735.

Referring to your letter of the 5th inst., we note that the margin bars of the watertight bulkheads may be punched. As these bars are of ordinary steel, so far as we are aware, it was not a question as to whether they should be punched or drilled, but whether the margin of the high tensile steel plates, of which these bulkheads are composed, should be drilled or punched.

The notes we have of the agreement come to between Lloyds and ourselves at a Conference held in London on the 25th of August last is as follows:-

Referring to the use of high tensile steel for the watertight bulkheads:-

"The plates to be drilled at all boundary bars".

In the notes which we have from Mr. Cornish dated 2nd September last, the following reference is made:-

"Punching of high tensile steel bulkhead plating; it was therefore agreed that all the boundary holes should be drilled in any case".

Telegraphic & Cable Address: "HUNTER, WALLSEND." CABLE CODES: WESTERN UNION, WATKINS & APPENDIX, SCOTTS, A.B.C. & A.I.
N°s 2 AND 80 WALLSEND - for local Messages.
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Passenger Railway Stations: WALLSEND AND CARVILLE.

Messrs.L.R.

Now what we wish to know is whether your Society will agree to our punching the boundary holes in the high tensile steel bulkheads, the holes being punched $\frac{1}{8}$ " less in diameter than required for the rule size rivet; the holes being then rimmed out to the full size.

We have no doubt but that you will see your way to approve of this modification, as the rivetted tests are evidently in favour of the punched and rimmed holes.

Yours faithfully,

For
SWAN, HUNTER, & WIGHAM RICHARDSON, LIMITED.

Edward Russett.