

TELEGRAPHIC ADDRESS-"CHAPMAN"  
TELEPHONES- NEWCASTLE 21632 (TWO LINES).

SCOTTS, LOMBARD, STANDARD & WATKINS CODES.

L. CHAPMAN & SON,  
(C. I. WILLAN)

SHIPOWNERS & SHIPBROKERS.

THE CARLTON S/S C. I. LTP  
THE CAMBAY S/S C. I. LTP

MARITIME BUILDINGS,

NEWCASTLE-UPON-TYNE, 1.

ALSO AT LONDON.

RECEIVED

13th October, 1943.

Lloyd's Register of Shipping, 14 OCT 1943  
LONDON.

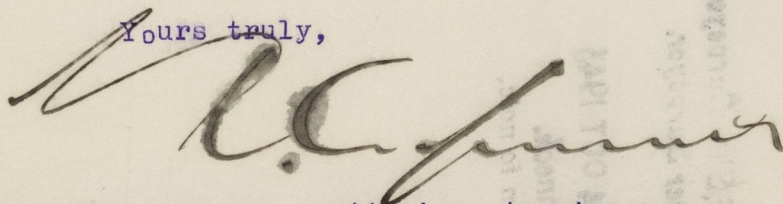
Dear Sirs,

"BRIGHTON".

We observe in the supplement this vessel in column 13 is described as fitted with superheaters. This is not so and we shall be glad if you will make the necessary correction.

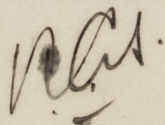
We gathered from our previous correspondence you considered that the electric welding was perfectly satisfactory and if this be so and it conveys no warning to interested parties we shall be glad if you will arrange to delete this notation from the register book referring to the Electric Welding in this vessel.

Yours truly,



P.S. You will be aware that you are continuing to give a large number of steamers an unfair commercial advantage by describing them as 339 N.H.P. whereas other vessels with exactly the same size machinery are described as 505 N.H.P. If particulars of the boilers are not known a notation should be made as it is unfair certain vessels should be given advantage to which they are not entitled.

6/7



004387-004393-0254

Lloyd's Register  
Foundation



Referred to the Chief Ship Surveyor,  
and the Chief Engineer Surveyor.

14 OCT 1943  
Referred to Mr. Chinneck.  
Also for Mr. Sladden to note.

from the vessel and port  
collection.  
The vessel was  
considered that the electric welding was perfectly satisfactory  
being between 10 and 12 inches in diameter and the  
position and state of engine and boiler and  
the electric welding to the electric welding  
the vessel was  
considered that the electric welding was perfectly satisfactory  
being between 10 and 12 inches in diameter and the  
position and state of engine and boiler and  
the electric welding to the electric welding

collection.  
The vessel was  
considered that the electric welding was perfectly satisfactory  
being between 10 and 12 inches in diameter and the  
position and state of engine and boiler and  
the electric welding to the electric welding

"BETTER"

from the vessel and port  
collection.

14th October, 1943.  
V. S. LONDON

MEMORANDUM FOR THE CHIEF SURVEYOR

MEMORANDUM FOR THE CHIEF SURVEYOR

MEMORANDUM FOR THE CHIEF SURVEYOR  
MEMORANDUM FOR THE CHIEF SURVEYOR  
MEMORANDUM FOR THE CHIEF SURVEYOR

© 2021 Lloyd's Register Foundation