

ON ADMIRALTY LIST.

THE MANCHESTER DRY DOCKS CO. LD

Ship Repairers, Engineers, Ironfounders, &c.



ELLESMERE PORT.

(NEAR THE ENTRANCE TO SHIP CANAL)

PONTOON DOCK,

FOR SHIPS UP TO 350 FEET IN LENGTH.

TELEGRAPHIC ADDRESS,

"PONTOONS, ELLESMERE PORT."

TELEPHONE NO 6. (TWO LINES)

MANAGER'S RESIDENCE, NO 9

ELLESMERE PORT, 16th DECEMBER 1922
Nr. BIRKENHEAD.

Messrs. Lloyd's Register of Shipping,
Tower Building,
LIVERPOOL.

Dear Sirs,

S.S. "LOSSIE"

Referring to our Coaster "Lossie" we have clients for this vessel who desire that she shall carry Petrol in bulk, but as these cargoes are rare, probably only one in six months, this is not essential.

We would be obliged, however, if you could suggest any means whereby she could be made capable of carrying high flash point oils in bulk over 150°F, say by electrically welding the seams in way of oil tank, or by some other method.

We are quite aware that your usual construction for oil vessels is double rivetting. This vessel has been built to your highest class and specially strengthened for loading and discharging aground, although the sheerstrake is the only double rivetted strake in the shell.

We have two similar vessels on the stocks which are double rivetted on both sheerstrake and upper seam of bilge strake, under these circumstances would they be more favourably considered for carrying oil?

Cont:

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THE MANCHESTER DRY DOCKS CO. LTD.

No. 1

Messrs. Lloyd's Register of Shipping,
LIVERPOOL

Our clients have intimated that the vessel would be required to carry petrol cargo between either or any of the following Ports :-

Southampton.
Queensborough.
Shoreham.
Middlesborough.
Cardiff.
Thames Haven.

and have guaranteed that she will not be loaded or discharged aground whilst carrying such cargo.

As this vessel has been built under your survey you will be quite aware that she is exceedingly well constructed for her class.

The dimensions are Length B.P. 120'0", Breadth Mld. 22'0" Depth Mld. 10'0", thus giving a proportion of length to depth of 12 to 1.

The vessel would of course be suitably altered to suit your requirements as regards Divisional Bulkheads, Cofferdams, and Expansion Trunks, and we trust that with these modifications you would be able to pass her at least for carrying high flash point oils.

We enclose herewith for your information copies of the following plans :-

Midship Section (One of "Lossie" and one of two vessels on stocks
Shell Expansion, Deck plan, and General Arrangement of vessel

Cont:

THE MANCHESTER DRY DOCKS CO. LTD.

No. 2

Messrs. Lloyd's Register of Shipping,
LIVERPOOL.

is at present.

Awaiting the favour of your reply.

Yours faithfully,

FOR THE MANCHESTER DRY DOCKS CO. LTD.

J. M. Scott
MANAGER

2/2/2



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Lloyd's Register
Foundation

of present.

Waiting the favour of your reply.

Yours faithfully,

RECEIVED

18 DEC 1922

REPLY

6264.



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