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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

18th August, 1921.

Dear Sirs,

S. With reference to the conversation which I had the pleasure of having with Mr. Martin yesterday regarding the Steamer "TIRPITZ", I beg to acquaint you that this vessel, which was launched by the Vulcanwerke at Stettin in 1913, was reported upon by the Society's representatives in Germany last year, and that the scantlings shewn on the plans have been examined with the result that it is considered that the vessel could be recommended for the class 100A- "With freeboard", subject to the requirements of Section 48 of the Rules for vessels not built under survey being complied with and to a favourable report being received from the Surveyors on the completion of the survey.

The equipment indicated on the plans is deficient in regard to hawsers, and in order to entitle the vessel to the Figure "1" it will be necessary for 135 metres of 137 m/m steel wire, and four 220 metre lengths of 230 m/m hemp hawser to be produced. It is thought, however, that this may have been furnished in addition to the equipment marked on the plans, but this point will require to be looked into by the local Surveyor.

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I may remark that the vessel being practically new, it is not considered that it will be necessary for the full requirements of the Society's Rules in regard to drilling to be complied with, and that it will be left to the discretion of the local Surveyors to satisfy themselves that the scantlings of the Steamer as built actually correspond with the approved plans, and you may rely that the opening up that will be necessary to enable this to be done will be reduced to the minimum.

With regard to the proposal to convert the vessel at the Builders' Works for burning oil fuel, I may say that plans received from The Humber Graving Dock have already been under consideration, but it is noted that the Grimsby proposal will not now be proceeded with. In order, however, that no delay may arise, I venture to suggest that it would greatly expedite matters if Messrs. Biles, your Consulting Engineers, can make it convenient to call at this Office with their plans, so that the question of the reinforcing necessary for the oil tanks could be mutually arranged.

As regards the Engines and Boilers, I have to explain that plans were examined by the Society's Surveyors last year with the result that the scantlings were found to be such as could be recommended to the Committee for the record of LMC provided the Machinery be found to be entirely satisfactory

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upon trial. An examination of the Boilers and a partial examination of the Engines were made by the Society's Surveyors at Immingham this year at the request of the Ministry of Shipping and these were found to be satisfactory so far as seen, but owing to the Coal Strike, the survey was discontinued, and I have to say that provided the remaining parts of the Machinery be examined at Hamburg and be found to be in good condition and in accordance with the Rules, these Engines and Boilers will be accepted for classification, subject to their being found entirely satisfactory on a full power trial and to the "Pottinger Transformer" being surveyed annually.

I am, Dear Sirs,

Yours faithfully,

Secretary.

Messrs. The Canadian Pacific Ocean Services,
8, Waterloo Place, S.W.1.



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