

C/S

TELEGRAPHIC ADDRESS  
"SHIPYARD."

Telegrams Telephoned between Works and Telegraph Office.



IRON SHIPBUILDERS,  
AND  
ENGINEERS.

ALL OFFERS WE MAKE ARE SUBJECT TO A MUTUAL ARRANGEMENT OF PLANS,  
SPECIFICATION AND TERMS OF PAYMENT.

3 Enclosures

Campbelltown, 12th November 1913.  
(Clyde)

The Secretary,

Lloyds Register of British & Foreign Shipping,  
LOYDS REGISTER, 71, Fenchurch Street,  
LONDON LONDON E.C.

Dear Sirs,

14 NOV 1913

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ANSE

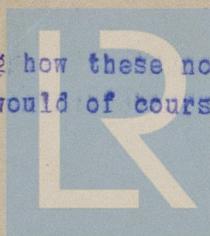
ack 14/11/13 and 25/11/13  
S.S. 99.

We have your letter of the 10th inst ( Reference letter M )  
regarding provisional freeboard of this vessel and have pleasure in enclosing  
as requested profile plan of the vessel showing the proposed number ~~of~~ and  
position of scuppers from Shelter Deck. We also enclose sketch as requested  
showing proposed method for closing these Collinson scuppers when necessary  
in heavy weather.

Regarding the designed load draft of the vessel the table  
freeboard works out at 3 $\frac{1}{2}$ " from beams making the moulded load draft 13'8 $\frac{1}{2}$ "  
but after our conversations with you we estimated for a freeboard of 9" from  
beams making the moulded load draft (ek keel) 13'3" and in our contract  
with the owners it is upon this draft that we have guaranteed the deadweight.  
The owners are of course anxious to have as small a freeboard as can be  
assigned and a smaller one than above indicated if possible, As we think it  
is.

We carefully note what you say regarding the different type  
of scuppers. The owners would prefer scuppers of the Collinson type, and  
we shall be glad if you will therefore assign us a provisional freeboard  
on the assumption that this type of scupper is fitted, stating the alternative  
freeboard if scuppers of the ordinary type were fitted having non return  
valves in substantial metal castings other than cast iron at ship's side  
and gratings on deck.

We enclose sketch showing how these non-return valve scuppers  
would be fitted, The gratings on deck would of course be removable and would



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W439-0081(112)

Continuation No. 2 from CAMPBELTOWN SHIPBUILDING COY., CAMPBELTOWN.

The Secretary,  
Lloyds Register of B. & T. Shipping,  
LONDON E.C.

be replaced by solid plates in heavy weather, but we suppose the Board of Trade are not supposed to know that this would be done.

Yours truly,  
CAMPBELTOWN SHIPBUILDING COY.

W. L. Brown



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W439-0081(2/2)

Referred to the Chief Ship Surveyor.

C.S.S.

14.NOV.13

RECEIVED  
14 NOV 2013  
LLOYD'S REGISTER



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