

ALL COMMUNICATIONS TO BE ADDRESSED TO THE COMPANY.

**WORKMAN, CLARK & CO LIMITED**  
Shipbuilders & Engineers

TELEPHONES -  
Head Office - No 3861.  
South Yard 3801.  
Engine Works 3851.  
Mercury Works 3851.  
London Office, 77, GRACECHURCH ST., E.C. 4.  
Telegrams "NAMKROWRA" LED, LONDON.  
Phone, AVENUE 3094.

LLOYD'S REGISTER,  
LONDON.

*Belfast Ship Yard.*

RECEIVED 25 APR 1921  
ANSD

*Belfast.* 22nd April

1921

5.25

In reply please refer to L. P/D.O.

Messrs. Lloyd's Register of Shipping,  
LONDON.

Dear Sirs,

"City of Cambridge"

We beg to draw your attention to the fees paid for classification &c. in above vessel, and which amounted to £511. 15. 0.

The vessel was launched in October of last year and finished on 9th February this year, but the hull structure and machinery were almost completed before the new scale of fees came into operation, and we are of opinion that only a small proportion of the increased rate should have been applied, and we shall be glad if you will give the matter your attention and let us have a reply at your earliest convenience.

Yours truly,

pro WORKMAN, CLARK & CO., LIMITED,

*W. H. Stumble*

Asst. Secretary



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Lloyd's Register  
Foundation

W603-0149

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

*al*  
25  
*[Signature]*

Referred to Mr. *Magne*.

noted for  
fee filed  
at H  
29.11.

THE SHIP SURVEYOR'S OFFICE, LONDON.

25th May 1911.

Dear Sir,

I have the honor to acknowledge the receipt of your letter of the 14th inst. in relation to the proposed alterations to the hull of the vessel "The [illegible]" and in reply to inform you that the same have been referred to the Chief Ship Surveyor and the Chief Engineer Surveyor for their consideration.

The alterations proposed are of a nature which would materially increase the draught of the vessel and it is therefore necessary to consider the effect of the same on the vessel's stability and strength.

Yours faithfully,  
[Signature]

The alterations proposed are of a nature which would materially increase the draught of the vessel and it is therefore necessary to consider the effect of the same on the vessel's stability and strength.

Very truly yours,  
[Signature]



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18

LITGA BROS

10/11/11

