

Panama

3 February 1868

George B. Seymour Esqr
Sir

I beg to acknowledge the receipt of your letter of the 1st inst. with enclosures from Messrs Cairns & Co of Glasgow respecting a vessel building at Gloucester by Mr Barnes.

This vessel is the same referred to in your letter of the 28th Decr 1867, and to which communication. I have not been able to reply (as intimated in my letters to you of the 1st & 10th ulto.) for want of some decided information from Builder especially on the subject of Hold Beams, which the Principal Surveyors in their remarks which accompanied your letter of 28th Decr last, state the Rules require in vessels above 200 tons irrespective of depth.

This question being now a special one from the owner to the Committee. I must leave it for their decision, only remarking that if Hold Beams are introduced at masts. I think it highly improbable they will ever be used, as suggested, for wedging, those Beams would not be more than about 6 feet

or perhaps less from the Nelson. It is intended
to wedge at the deck Beams.

The following observations will supply the
other information requested on the points named
in Principal Surveyors remarks received with
your letter of 28th Decr. 1867:-

She is to be a sailing Vessel.

The scale to which the midships section is
drawn may be taken generally at $\frac{1}{2}$ in to 1 foot.
The depths of Hold given, will measure from
thickness of Limber strake required by Rule
for the Tonnage, to Deck.

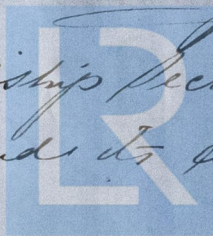
The timbers of frame, will be frame battled
throughout i.e. the timbers of each separate
frame battled together.

I am
Sir

Your obedient servant

Thomas Congdon

C.S. I return sketch of midships section, also the
Men Barge & Co's letter and its enclosure.



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