

20/2/80
to Brantwell Cohen



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Lloyd's Register
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Lloyd's Register of Shipping.
Cardiff 25th Feb 1880

M)

The Secretary

Sir

Referring to your letter of the 23rd Inst. with reference to the case of the Brig "Tone" as regards "latting." I respectfully beg to state, that I quite appreciate your remark about the necessity of filling in behind the water way, and this was sought to be done so far as possible without the removal or cutting of the Plank Sheer - which being comparatively of slight thickness I was averse to doing, in a New Vessel of such small tonnage - although I must freely confess, that I think perhaps the "filling in" might have been by this means rather more effective; I should be happy to comply with your request as to furnishing

a Sketch, but cannot quite see how I can illustrate the mode of filling, by so doing - but I desire to explain, that the salt crushed fine, was filled in between the Timbers to the top of the shelf and above the same, with lumps & pieces, to the water way, and at the back of the same, where practicable: - I recommended some spare salt to be taken on board, so that the "filling up" could be continued after the settlement which would naturally take place on the voyage. There not being so much time devoted to the process here, as might have been the case had it been done during construction - I also suggested that when as much salt as possible had been used, that Beam Fillings might be fitting.

I am Sir

Yours obed^t Serv^t

Henry J. Gynell

Lloyd's Register
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1880
Cardiff 25th

Mr. Gwynne

Per 26
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"Jane"



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