

London Office,  
GOLDEN HEART WHARF,  
DOWGATE, E.C.  
TELEGRAMS—  
BAIN, PORTREATH.  
REDRUTH, LONDON.

Portreath, near Redruth,  
Cornwall.

28 April 1900

Dear Sir,

Lord Panmure

With reference to our interview with you this day at Penzance we wish to point out that our letter of 18th was written under the impression that it would not be necessary to remove the present deck stringer plate, as we thought that would be allowed to remain, if fastened to the bulwark plate by a deeper angle bar than originally proposed. We now find that we misconceived your meaning. Unfortunately we have in the meantime got our material, & we have rivetted the inner angle to the existing stringer plate & it appears to us that the delay & cost involved by ripping up the new & old work (involving as it will the destruction of a considerable portion of the deck) would be so serious, that we cannot see



our way to undertake it, even at the  
risk of forfeiting our chance of securing  
your Society's classification. We will gladly  
~~consider~~ carry out any alternative scheme  
for increasing the strength of the boat  
at this point & we ask if you will submit  
for your Society's consideration what we  
named to you today as compensation for  
the lack of width of stringer plate viz  
the fixing of a bulk plate 6 inches  $\times \frac{3}{8}$ "  
between angles  $3" \times 3" \times \frac{3}{8}"$  immediately  
under the bracket knees say 20 inches  
below the stringer plate, to run from  
the foreward bulkhead back to the fourth  
or fifth ~~bulkhead~~<sup>frame</sup> beyond the main bulkhead  
In addition to the above we propose  
to have a doubling plate say 12 feet long by  
 $\frac{3}{8}"$  thick to overlap the bulwark plate  
& the forward plate of the brake.

We trust your Society will consider this  
ample compensation for our non compliance  
with the other stipulation

We are

Yours faithfully

Bainson & Co

Per Fred S. Bain