

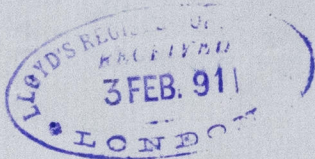
WILLIAM GRAY & Co. *Lo*
IRON & STEEL
SHIP BUILDERS & REPAIRERS,
ENGINEERS & BOILERMAKERS,
SAILMAKERS &c. &c.
GRAVING DOCKS 340, 360 & 500 FT. LONG.
ON ADMIRALTY LIST.

Telegraphic Address.
"GRAY, WEST HARTLEPOOL."
TELEPHONE NO 6.

WEST HARTLEPOOL.

HPL364-0032(112)

January 31 1891



To the Surveyors

Lloyd's Registry

West Hartlepool.

Dear Sirs,

S/s "Heighington" (No 405.)

We are quite taken aback to learn that objection is made to the weight of the Anchors supplied to this vessel. These Anchors were purchased for the S/s "John Bright" which vessel we completed about Twelve months ago. At the last moment the Owners arranged with us to supply the vessel with Stockless Anchors instead of the Rodgers Anchors originally Contracted for, and we kept the "John Bright's" anchors over for the next vessel of the same numeral requiring Rodgers Anchors. This vessel is the "Heighington". You will observe that the Anchors were

only tested in October 1889 and it would
be a very serious matter to us to have them
rejected. As we have no similar case pending
and this cannot form a precedent, we trust
that the Committee will in this instance,
not withhold the Certificate. The Collective
weight of the Anchors ex Stock is $71 \frac{1}{4}$ ^{lbs}
heavier than required by the Rules.

Yours truly
Wm. Gray & Co. Limited.
W. Gray Governing Director



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Lloyd's Register
Foundation
HPL36L-0032(212)

only looked in October 1881 and it was
the very same as the one to be
reported in the same way as usual
after the Council's decision in 1881
that the Committee will in the matter
not with hold the Certificate of the
weight of the photograph of the vessel
shown in the paper of the 11th
(November 1881)
The vessel about 1881
of the weight
The vessel of the vessel of the
purchased for the 2nd of October
and completed about 1881
The last movement the vessel
to supply the vessel of
the material of the vessel
Contacted for, and
over for the
The vessel is the vessel
that the vessel



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