

Scott Street Foundry,
Hull, May 13th 1861S. B. Leyfang Esq
Secretary, Lloyds,
2 White Lion Court, Cornhill,
London E.C.

Dear Sir

We have your favour of the 11th Inst. -

With regard to the steam ship Albion, we notice that you say that the thickness of the plating is not in accordance with the requirements of the rule for a ship of 900 tons. -

We presume Mr Adams will have told you that the deckhouse or first class cabin registers 86 tons; if this was taken off, the vessel would be very little above the 800 ton grade. - Should any difficulty arise in the minds of any of your Committee with reference to the classification of the vessel, we can easily remedy this and reduce the register tonnage by altering the cabins so as to make them independent of the side of the vessel; but we are sure you will see that no benefit will be derived from this so far as regards the strength of the ship & we do not suppose that your Committee will wish us to make such alterations.

We thought it better to put the cabin on deck in preference to putting it below deck as is mostly the case as the very fact of the cabin being where it is presents the owners of ships overloading the vessel with deck cargo.

With regard to the vessel of which we have handed you sketch, it is our desire that this vessel should be built under special survey if the classification

is to be allowed.

We are, Dear Sir,

Yours truly

Martin Lamm



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Lloyd's Register
Foundation

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