

Lloyd's Register of British & Foreign Shipping.
Ports of Newcastle and Shields.

OFFICE

North Shields, 26th Nov^r 1866.

George B. Snyfang Esq^r
Sir.

I herewith enclose a
tracing of Midship section of an Iron Paddle
Tug-boat of about 120 Tons, received from
Messrs. Richardson & Co., which they propose
to build to Class A; also enclose order for
Special Survey:-

This vessel being intended for towing
purposes, only, and to Class A, I beg most
respectfully to submit the same for the
consideration of the Committee.

I am Sir,

Your obedient servant

A. Harding

IRON 500, 0221 1/2

© 2021

Lloyd's Register
Foundation

0221 2/2

27th Nov

The Surveyors are requested
to report hereon G.B.

The arrangements and scantlings
shown on Midship Section submitted
herewith appear satisfactory but
we think the Bilge Keels should
be stronger say $3 \times 3 \times \frac{5}{16}$ in place
of $2 \frac{1}{2} \times 2 \frac{1}{2} \times \frac{4}{16}$ as proposed - we would
also suggest that if the Sheerstrakes
happen to be weakened by the Paddle
Shafts passing through them they
be strengthened by doubling or some
equally efficient Compensation
we also beg to call the Engineer's attention to
the requirements of Rules Sect. 12
providing for the Continuation of
the longitudinal strength before
& abaft the Engine and Boiler
space - and if these points
are attended to and the Vessel be
constructed in other respects to
the Satisfaction of the Local Surveyors
in our opinion she will be eligible
for the A Class -

28 Nov 1866 J.H.R.

1856

Newcastle 28 Nov

W Hardy

Dec 27

Ans 30

From Piddley

to be built by

Mrs^{rs} Richard & son



© 2021

Lloyd's Register
Foundation