

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

OFFICE North Shields, 4<sup>th</sup> Decr 1866

George B. Searcy Esq<sup>r</sup>  
Sir,

I have to acknowledge the receipt of your letter of the 30<sup>th</sup> ultimo, enclosing some remarks made by the Principal Surveyors, in reference to the Paddle Lug-boat, about to be built by Messrs. Richardson & Co. the same having been handed to the builders. I have in reply, received the enclosed letter, which I beg to forward for the information of the Committee.

The builders appear to be quite prepared to carry out the suggestions made, except, the increasing of the bilge keelsons which are ordered, I may add, that it is intended to extend the framing of Engine and Boiler bearers for a length of 50 feet in midships, thereby giving great strength to the lower part of the vessel.

I am Sir,

Your obedient servant

A. Harding-

O. J. Gower



The floor plates of this small Iron  
Paddle Steamer not being carried  
so high up the bilges as is usual  
and required by the Rules, and we  
continue of the opinion given on the  
28<sup>th</sup> ult. viz. that the bilge Keelsons  
should be as is required by Table G  
for Vessels of ordinary dimensions  
viz  $3 \times 3 \times \frac{1}{16}$  in place of  $2 \frac{1}{2} \times 2 \frac{1}{2} \times \frac{1}{4}$  as  
proposed by the builders — We beg  
to add that L.S. 3 should be charged  
for examining the Plan and Specifications  
of this Vessel if she is not built under  
Survey —

6<sup>th</sup> Dec<sup>r</sup> 1866

J. H. R.

Referring to the 4<sup>th</sup> paragraph in the Rules for Iron Ships  
page 40, the Chairman will be glad to know if it is the  
Surveyors' opinion that unless their recommendation in respect  
to the Bilge Keelsons be complied with, the Vessel will  
not be entitled to the A character?

As there are no Rules laid down for Vessels of the A class  
"in the 4<sup>th</sup> paragraph of the Rules for Iron Ships" we  
have considered it our duty (as the practical advisers  
of the Committee) when Plans or Specifications for  
such Vessels are submitted for their sanction to take  
care that there are no seriously weak points in such  
Plans, and in the case of Messrs. Richardson's Vessel as the  
floor plates do not extend sufficiently round the bilges  
and the bilge Keelsons proposed by them are in our opinion  
Please Surveyors



in our opinion too slight we have  
advised that the billy Keddons  
be made of greater strength but  
which can be fitted for the same  
cost in workmanship - But we  
cannot say that the vessel would  
not be entitled to the A character  
if the advice we have given were  
repeated

8 Dec<sup>r</sup> 1866

J. H. R.

J. H.

+ Query 10<sup>th</sup> 11<sup>th</sup>  
E

1866

Newcastle 4 Dec

M. Harding

Rev. 5<sup>th</sup>

Ans 14

Peddle Tug Boat  
building by Mr. Richardson



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Foundation