

Lloyd's Surveyors' Office.

Hull 24th Sept. 1869

Mr B. Saffery Esq
in London

I beg to acknowledge the receipt of your letter of the 25th with first entry report of the screw steamer "Viceroy" now returned and beg to refer to my letter of the 25th relating to this vessel. Messrs Bailey & Leatham the present owners are agreeable to double the sheerstrake and increase the width of the gunwale stringer for a reasonable length amidships say 200 feet. I observe the framing of this vessel is quite equal to admit of adding the 36 feet proposed with the exception that if the gross tonnage is over 1000 tons no ^{side} intercostal keelson is shown on the report there are however three keelsons intended as fitted on each side. The vessel will in all probability come out about 920 tons under deck therefore being 16 light in the greater portion of the thickness of outside plating but that increased thickness of plating would allow of the vessels tonnage being further increased 180 tons - under the circumstances stated and at the request of the owners I beg to submit this case for the favorable consideration of the Committee for B

Yours faithfully
John Lloyd
Mr Davidson

28th September

The Surveyors are requested to report hereon -

Sept 29/69

M^r Davidson's Letters of 25th & 27th th & th 24th & 25th differ so much with regard to the probable increase of Tonnage below Tonnage Deck by lengthening the keelson 36 feet as proposed, as well as the uncertainty of the Gross Tonnage, thereby making it necessary that the Tonnages should be more clearly stated by actual measurement of the Ship, which can be easily done at Hull.

J M



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the plating is not more than $\frac{1}{16}$ of an inch less than is required by the Rules, the Frames being three inches closer than the Rules require, entitles the Plating to the favorable consideration for the **B** class sought, we see no objection to doubling the Strake of plating with $\frac{9}{16}$ plating next below the sheer strake, or to increasing the width of stringer plate 2 1/2 inches as proposed.

The Gross Tonnage now given is 1052 Tons but Mr^r Davidson does not state what is to be the deduction for Green Space, should this not be reduced below 1,000 Tons, the Rules will require a side Intercastab Keelson, or some compensation in lieu thereof, say double Angle bar Pig's Keel, or otherwise.

If when opened, and surveyed this Ship proves to be in good condition, and the suggestions for lengthening her are properly carried out, we are of opinion she will be eligible for the **B** class anticipated, if so recommended to the Committee by the resident Surveyor.

Yours

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1869

Hull — Sept 27

Mr. Davidson

Recd Sep 28

Ans — 30

Viceroy



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