

+ every inch of draft of water has had
to be utilized for cargo then keels can
be dispensed with.

Learning at the Liverpool office that
you have a sitting of your Board today
I have come down to London for the special
purpose of having my case submitted
to the Board to day + should any objections
be made to settle them forthwith.

There are 2 reasons which don't allow
of delay in the matter.

1) Before the sliding keels are approved
nothing can be done by the builders.

2) I am going on a journey to Russia
& Finland tomorrow + must have
this matter settled before I leave
England. Hoping you will grant my
request + pass the matter at to day's
board I am Sir your obed^t servant

Address in London
Warwick Hotel King St. Cheapside
Otho Poll Merchant
of Liverpool.

London 4th November 1869

To the Secretary of Lloyd's Register
for Shipping
London.

Sir,

I have contracted with Messrs
MacGwaine & Lewis of Belfast for the building
of an iron steam vessel according to the
enclosed specifications & drawings. She is
to be classed B 1 special survey at Lloyd's

Mr Purdie one of your Liverpool surveyors
has had the matter in hand so far &
under his direction the specifications
have been drawn up. There is however
one main point about which Mr Purdie
has not finally declared himself viz
two sliding keels (according to special drawing
which will be applied to this boat. As
she is to do sea & river service combined

