

New Iron vessel No 61 building
by Mr Lawrie

In this case, as will be seen
by the endorsement of the 19th Ultimo, Mr
Besant recommended the whole of
the cracked reversed frames should
be renewed - amounting in all to about
36 in number.

Mr Lawrie objected to do this ~~and~~
requested by his letter of the 18th
Ultimo, that Mr Weymouth should
proceed North and hold a special
survey, and if he decided that Mr
Besant's recommendation must be
complied with, he would gladly
pay Mr Weymouth's railway fares.

It was decided that Mr Light
and Mr Gladstone should hold a special
survey, and it appears from the
correspondence, that they concurred
in Mr Besant's condemnation of
the broken reversed frames and
state that "under similar circumstances
they would have acted as Mr
Besant had done".

It was finally arranged, and agreed
to by Mr Lawrie, to cut off and
renew a portion of the broken reversed
bars terminating at the bilges, down
to a substantial part of the Floor;
and in other cases, ^{to fit} to use pieces of
sufficient length to take hold of a
solid part of the Frame.

It thus appears that the

1893
1893
Commendations of Mr Beaubien, and
substantially complied with, and
under these circumstances, it is
respectfully submitted that the ex-
penses incurred in holding this
special survey, should be defrayed
by Mr Laurie.

P.B.M.
24/4/73



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