

present.

we remain

Waiting the favor of your reply,

Sir,

your most obed<sup>t</sup> Serv<sup>t</sup>

Rob. M. Sloman & Co.

For our continental purposes and as a continental Ship

the Fritz Reuter only requires the British flag. The

same applies to the Charles Dickson.

Weymouth Eng

London

late Dannebrog

Charles Dickson

Fritz Reuter

Aug 20

Nov 11

Ship Norman

Hamburg 15 Feb

1875

Rob. M. Sloman & Co.

HAMBURG.

Hamburg, 15<sup>th</sup> February 1875.

Sir,

When your Agent brought  
us your Certificate for the <sup>Dupl<sup>te</sup> No 31</sup> Fritz Reuter, our  
disappointment was as great, as it was unexpected,  
and we at once protested against it. This we most  
respectfully beg to confirm for the following reasons:

The Fritz Reuter had to pass here  
through a real ordeal of official and private examination,  
most particularly on the part of our Underwriters, as  
there is a certain prejudice against the conversion of  
Steamers, of which we apprehend you are also not  
quite free. Notwithstanding she was pronounced on  
all sides, without a dissenting opinion, one of the  
strongest Ships afloat, of the most careful work-  
manship and of such good materials, as are generally  
not used at present. — Her model & dimensions  
for a sailing Ship were not only approved of and  
admired. All this coincided with the opinion  
and report of our Inspector before we bought her;  
in addition thereto we had the experience of another  
quite similar Ship, the 'Crimean', which Smith's  
& Rogen built for us about the <sup>same</sup> time as the latter —  
both were 12 year Ships, and we know the strength  
and good finish of their workmanship by own  
experience.

We have not used any

IRONSID-0055 1/2

17/2/75 - The drawings to  
be sent to the  
Weymouth



nor expense in overhauling the 'Fritz Hunter'. -  
There is not a square inch of plating, neither inside  
nor outside, which has not been thoroughly cleaned  
and examined - the Cement has been removed to  
examine her Bottom, and not a bad or doubtful  
rivet has been left in her. We pretend, that in  
this respect, she is safer than many Ships with the  
highest class. - Your Surveyor has by constant visits  
and inspections convinced himself thereof - he  
must further confirm, that no weakness was  
visible in any part of the Ship - on the contrary  
all her fastenings, joints, rivets etc. etc. were as  
firm, as the day they were put together. - The Ship  
having stood her test as a steamer for 18 years, and  
the most scrutinizing examination not finding any  
sign of decay or deterioration of strength in any  
way, any theoretical argument against her strength  
may well be abandoned, and the practical proof  
of her strength be accepted.

(17) We are well aware, that your  
portulot rules differ in some parts from her  
dimensions, but these defects are compensated  
in many ways - for instance by the greater size  
and smaller space of frames and the number of  
beams - by her additional heavy back to back  
angle iron bidge Stringers - her additional heavy  
stringer Plate in the between Deck - her double  
shear stake Plate 1" x 36", her 1" garbut Plate -  
her seven Bulkheads of more than ordinary strength,  
& construction to withstand any pressure of water.  
In fact anybody seeing the Ship must be convinced

of her great strength and will see, that neither  
builders nor Owners have spared pains and expense  
to make her as strong and efficient, as was considered  
possible at the time. Her entire rigging, masts, spar,  
sails and every thing connected therewith are of  
course quite new and of the best materials.

Such being the case, and considering  
ourselves as Shipowners, <sup>of old standing</sup> more especially of Iron ships,  
~~of old standing~~, well entitled to judge in the  
matter, we have no hesitation in saying, although  
speaking in our own case, that you have erred;  
and that you have not done justice to us and our  
Ship, and we therefore most respectfully beg you will  
reconsider the case, and give us the A 100, which  
we certainly are entitled to. - Should we be  
disappointed in our expectation we must beg to take  
the 'Fritz Hunter' out of your books entirely.

We hope you will not place  
a misconception in our words, as nothing the least  
uncourteous is intended; but we hardly require  
your Oath for our purposes; in saying so we  
therefore only wish to state a fact; at the same  
time we are quite aware, that it must be a  
matter of indifference to you, whether a few Ships  
more or less are registered in your world known  
books - but to us, it is a matter of the highest  
importance not to have the Character of our Ships  
deteriorated, more than they deserve, and this  
consideration would of course guide us in our  
proceedings regarding the Ship, ~~namely~~, now  
'Charles Dickens', which we have in hand at