

# Charles Shipbuilding & Engineering Co. Limited.

PLEASE NOTE

ALL COMMUNICATIONS

TO BE ADDRESSED TO THE

COMPANY.

Hedon Road.

Hull 6<sup>th</sup> May 1874  
Recd 8/5/74

Dear Sir,

12/5/74.  
In reply to yours of the 1<sup>st</sup> inst, to the Secretary, we intend making the plating at the sides of the Saloon opening and its connection with the Bottom of the ship fairly tight; but from the way in which the Longitudinal, which takes the lower part of the thin plating, a sketch of which we enclose, is fitted, it is impracticable without going to very great expense to make it perfectly watertight. Besides which, as the vessel is intended for short passages of only an hour or two in length, we see no advantage in doing more than making this plating tight enough to prevent water from going through it in large quantities into the ship.

We would point out to you for the information of your Committee, what has not perhaps been noticed, that the large sponsons at each end of the full part of the Vessel, with the structure containing cabins &c built outside of the ship proper between the sponsons, form as effectual a protection against damage to the ship from collision as can well be conceived; and



this protection extends throughout the whole length of the full part of the Ship - As this will have to be broken through before the side of the Ship can be injured, we hope your Committee will agree with us in thinking that the making of what is for all practical purposes as regards protection against collision a third side through the Saloon space tight enough to prevent water from flowing freely through it will make the Vessel at least as safe against danger from the effects of a collision, considering the service she will be on, as any other passenger ship, and will justify them in classing her.

With reference to the suggestion of the Committee that plating should be worked over the floors throughout the Saloon space, we would explain that this was carefully considered by Mr. Reed in designing the Ship, and it was not done because it would have involved an increase of weight beyond what was desirable and would have been pierced and left out in many places where it would have interfered with the fitting of the machinery and other arrangements connected with the working of the Bessemer Cabin -

In addition to which it would only have covered a part of the bottom of the Ship which is perfectly flat and is not very liable

to injury

The additional rivetting recommended in the Angle Irons that connect the Bilge Keels to the Bottom will be done.

We trust you will forward these explanations to your Committee and that they will be considered satisfactory -

We remain, Dear Sir,

Yours truly

EARLE'S SHIPBUILDING & ENGINEERING COY LIMITED

Wm. T. Elgar

Wm. Davison Esq.  
Lloyd's Surveyor.  
Hull.



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Foundation



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