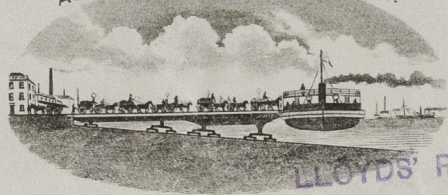


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THE GREENWICH FERRY COMPANY, LIMITED.



ALWAYS LANDING ON THE LEVEL.



23. Moorgate Street.  
London, E.C.

and  
7. Nelson Street.  
Greenwich, S.E.

LLOYD'S REGISTER  
LONDON.

RECEIVED 22 DEC. 87

ANSW

28th December 21st 1887

To the Committee of Lloyd's  
& Lr. to Lr. Pers.

Gentlemen,

Greenwich Ferry Steamers.

Messrs Steward & Latham, our Contractors  
for building these vessels, send us a long letter  
of complaint against our engineers, Messrs  
Clark & Standfield of 6 Westminster Chambers, and  
quote as an example the decking saying that  
"Lloyd's instruct us to put in 6" planking in  
"accordance with the rules laid down for  
"classification & refuse to pass any other, but  
"Mr Standfield condemns this and tells us to use  
"12" and says he will not pass any but this.  
"We have over and over again told Mr Standfield

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"that we ourselves preferred the 12", in fact it  
"was our own idea, but Lloyd's suggestion was  
"a good one, and we immediately gave way,  
"although it meant a great deal of extra expense  
"to us, such as double the caulking."

Another complaint against our Engineer  
is as to the strengthening of these decks by  
sufficient pillars to carry a rolling weight of  
4 tons per wheel = 16 tons for one carriage.

vide Extract from Specification —  
"Pillars. The deck to be sufficiently supported  
"by wrought-iron pillars 3" diameter or by hollow  
"tubes of equal strength secured to floors and  
"beams."

Now we are rather in a dilemma and what  
to do, because this deck is not a deck in  
the ordinary sense of the word at all, but  
a strengthening timber sheath to a steel deck,  
originally passed by your Board (this timber  
sheathing being suggested by your representative  
Mr Jordan) and is to be covered by square



wood blocks, so that any deflection of the deck would immediately cause the displacement or upheaval of these blocks every time a wagon of any weight passed over. The consequence would be that we should have to bolt down every block by itself instead of setting them in the ordinary way, unless sufficient pillars are put in to support it.

Our Engineer has instructions to see to a few points in connection with this extraordinary steamer being thoroughly carried out, which the Directors consider will be required to make a success of this Ferry; such as strong decks, easily-worked gangways for taking traffic on and off, and other mechanical arrangements which it was considered did not interfere in the slightest with the hull and scantlings of the vessel, or in fact with any of your requirements.

Our Managing Director required Lloyd's to superintend these vessels, and the Company appointed Mr Standfield to see

these mechanical points & strengthenings carried out.

It was the intention of the Company that the fore & aft bulkheads should all be watertight; but curiously it was only considered necessary that the athwartship bulkheads should be watertight, although there was no difference <sup>the wording in</sup> of the fore & aft and athwartship bulkheads, as to being water tight, in the specification.

The fore & aft bulkheads not being watertight has caused us a great amount of extra expense, and has practically annulled what we desired most, namely an unsinkable ship.

Now surely it is not a fault to make work too strong, and as we hold Mr Standfield responsible to us on these several points we would ask you to advise us in these matters.

Our Board has decided to have the 6" deck planking as suggested by Mr Jordan instead of the 12".

I am, Gentlemen,  
Your obedient servant,

Robt. Smith  
Lloyd's Register  
Foundation