

Lloyd's Register of British & Foreign Shipping.  
Sunderland. April 21<sup>st</sup> 1856

Geo. B. Seyfang Esq<sup>r</sup>

Sir

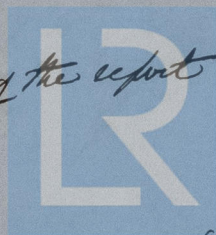
In reply to your letter under date 19<sup>th</sup> inst, I beg  
to refer you to my report on W<sup>m</sup> Henderson's ship  
forwarded from this office on 25<sup>th</sup> March in which you  
will find a full answer to your letter of the 24<sup>th</sup> of the  
same month, I have no further remarks to make than  
that report contains, except that the ship has now got  
part of her Hold Beams in and is progressing favorably,  
and I have been daily looking for a reply, The letter in  
which the document was forwarded must have reached  
you, as you acknowledge the receipt of the Special  
order which was enclosed with it

I am yours

Thos. B. Sewer

Thos. B. Sewer

P.S. The chief remarks are on the back of the report



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SLD933-0128 1/2



It is unfortunate that this ship has  
progressed so far in building being "all Planked"  
"outside except the garboard strakes, and the  
"hold beams in" as in my opinion thicker  
outside planking from bilge to keels with  
diagonal <sup>iron</sup> plates fitted on the frame from the  
upper deck clamps to the bilges would have  
been the most efficient compensation for  
the wide spaced frame. But now I am  
of opinion that in addition to the thicker  
Ceiling and other compensations proposed  
in my report that three quarters  
of the treenails should be driven thro the  
Ceiling and that an iron knee (diagonal)  
Rider should be fitted to every alternate  
hold beam all four Yacht of the size required  
by the table II and long enough to take two  
bolts thro the floor timbers

23<sup>d</sup> April 1856

JRC

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Hold beams to "As the New Opinion Thicker

George B. Leyland Esq. W. Henderson's  
2 White Lion St. Cornhill New Ship  
London

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