

Deptford Yard.  
Sunderland Dec 11<sup>th</sup> 1845.

Dear Sir

I have received your Telegram for which I thank you; previous to its arrival I had seen Mr. Besant, who informed me, that the hesitation in classing the "Horrens" arose from the excess of tonnage which slightly affected the scantling of the Stringer Plate and Stringer Ledge Iron. I was not aware until this morning that a difference was made in Composite ships from both Wood & Iron by including in the former, the tonnage of Poop &c, in addition to the tonnage under deck, as the basis for scantling; whilst in both of the latter class of ships, tonnage under deck only, or number is the guide for scantling, with ten per cent added thereto for outfit. In the case of the "Horrens," the tonnage under deck is only 1098 and the difference between this and 1275 is made up by Poop, Deck Houses, and Topgallant Forecastle; even with all these added, the ship is only 45 tons over 1200 whilst the scantling which you refer to as being not quite up to rule

applies to a ship up to 1500 tons, whether this tonnage be in the Hull of the ship under Main Deck or otherwise. I should hope therefore that with this explanation you will award her the class for which she was built and I feel strengthened in asking this, inasmuch as by a reference to the report you will find that she has an excess in some very material points which more than compensate for the deficiencies referred to; thus the diagonal plates on the frame are  $13\frac{1}{2} \times \frac{1}{16}$  in the ship whilst the rules require only  $12 \times \frac{1}{16}$  which is  $12\frac{1}{2}$  per cent in excess. The tie plates on the hold beams are  $14 \times \frac{1}{16}$  in place of  $12 \times \frac{1}{16}$  and a very important additional fastening is applied to the bottom of the ship in way of the intercostal Keelson, by a plate being fitted  $12 \times \frac{3}{16}$  to which the intercostal plates are attached by Lugs. Under these circumstances therefore I commend the case to the favorable consideration of the Committee and shall be glad to hear that the class sought for has been assigned to her. I am Dear Sir  
Yours Obedt<sup>y</sup>  
R Maymouth Esq  
London  
P.S. The Tonnage of the House on Deck amidships alone is 21 tons.



P.S. Kindly wire me on  
Monday the result of  
this application.

13/12/75  
The Surveyors to  
report J.B.M.  
The Marshall

Forwards



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Lloyd's Register  
Foundation

1875  
Sand Island Hotel  
Mr & Mrs