

COPY.

Mamon Sleigh

17th April, 1918.

Dear Sirs,

I duly received Mr. Hand's letter of the 12th instant respecting the case of the Steamer "NEWSTON" ex "FAVORITA DONA CATALINA" and in reply thereto I am directed to inform you that provided the Engine, Boiler Room and After Peak Bulkhead stiffeners be strengthened by reversed angles at alternate stiffeners, the Bridge front stiffeners be strengthened by reversed angles, and horizontal brackets be fitted connecting the Bridge front bulkhead to the bulwarks; the hatch coamings be strengthened by 7" horizontal bulb angles (or equivalent section) and stays (two to the side coamings and one to the end coamings, making 12 stays in all) and a favourable report be received from you on the completion of the alterations, the vessel could be recommended to the Committee for the 100A Class.

The equipment at present on board as reported by you will be approved for the Figure 1.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,  
CARDIFF.

WRECK  
SECTION

No

W1537-0232