

Copy

9 Keith St
Barrow in Furness
9. 3. 84.

Messrs J. Holman & Sons
23 St Mary Axe
London E.C.
Gentlemen,

Yours of the 8th to hand & I
note that Capt Holman will be here
on Monday morning.

The trial trip of Raleigh was
mentioned in ydays Barrow paper
as having been very satisfactory & the
speed attained (although not working
at full pressure) was 10 knots. I was
talking to the manager the day before
the trip, in the presence of Mr Caird
but neither of them was courteous
enough to mention at what time
the steamer would leave the dock.
I put the question to the foreman
rigger & he told me that she would
go about 2 P.M. but to my surprise
I learnt next day she went out of
dock at 6 A.M. hence the reason of
my not being able to give you a
detailed report on same. I see
Mr Jacobs of Cardiff was out on the trip

I don't see how it is possible
for this steamer to be ready for
handing over on Monday as the
midship tank has not been tested

divisionally neither of the peak tanks
are passed yet. The bad workmanship
is commencing to show itself already.
I pointed out to Lawrence y'day two
butts under the stern, from which the
water was dropping & on Monday when
pressure is put on to the peak tank I
expect to see it run out of these butts
pretty cheerly; these butts did not leak
before the trial trip so I presume it as
been caused by the vibration & if the
engines had been worked at full
speed, I fully expect some of the liners
would have dropped out of the butts,
anyhow that is what I anticipate
will take place in the first gale of
wind this ship encounters if the
engines does any racing but I shant
be there to prove it anyhow.

I don't think it is worth while to go
further into discrepancies, etc; now
untill Capt Solman & myself, as
gone fully into the matter & then
we can give a full report on everything

I remain,

Gentlemen,

Yours Obedt Servt

(sgd) Philip Symons.

P.S. None of the discrepancies & errors
have been rectified in any way



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