

Enclosures

Mr.

Lloyd's Register of British and Foreign Shipping. Whitehaven



The Secretary,
London.

27th March, 1888

Sir,

With reference to Mr. Dryhurst's letter of the 23rd instant respecting my 1st entry report on the S.S. Tropic, I beg to state in regard to the first question asked that there does not appear to be a discrepancy between the registered depth of 17.05 ft. and the depth given on my report from top of beam to top of floors, viz: 17.41 feet.

Registered depth, 17.05, - to this depth add thickness of

Ceiling	.2
Battens	.12
Tank top	.04

17.41 to top of floors.

In regard to the second question as to the equipment No. I wish to say that the No. 21264 as shown, is wrongly given through a mistake of the

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Edges of Garboards and to upper part of Bilge, worked cleanser, double
Butts from Keel to turn of Bilge, worked cleanser, double

Shipyard Doughtman, and that the figures (21261) originally given should have remained without any alteration.

An alteration was made in the $\frac{1}{2}$ breadth by the Builders as noted, and this difference only added to the $\frac{1}{2}$ girth; the first numeral therefore remains without any alteration, and as there is no alteration in the length of the Erection the figures 86 should not have been altered in the least.

Being so very busy of late I copied these amended figures without checking them in my customary way, and as the measurements otherwise from the vessel are in every way the same it will be seen that the equipment should stand as at first approved.

In regard to the question as to the length of the erections covering $\frac{84}{100}$ of the length I

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Edges of Garboards and to upper part of Bilge, worked ~~clencher~~ ^{double} riveted; with rivets $\frac{1}{2}$ in. diameter averaging 3
Butts from Keel to turn of Bilge, worked ~~carvel~~ ^{clencher} double riveted; with rivets $\frac{1}{2}$ in. diameter averaging 3
Butts of ~~E + F~~ ^{Strake} Strake at Bilge, worked ~~clencher~~ ^{double} riveted; with rivets $\frac{1}{2}$ in. diameter averaging 3

beg to draw attention to my letter of the 29th August last, submitting these plans; but as '86 was approved I acted accordingly.

In view of the foregoing statements I have corrected the tracing and report, and I very much regret that this mistake should have occurred and thus have given trouble.

As requested I have completed my report in respect to the date of my last survey, the name of the master, and the destined voyage, and have also added the Official No. As the vessel was completed in Glasgow I sent my report to the Surveyors there for the insertion of the items named, and I do not know why they were omitted. This has caused delay in replying to your letter as I have had to

Edges of Garboards and to upper part of Bilge, worked *carvel*, double riveted; with rivets $\frac{7}{8}$ in. diameter averaging 3 1/4 Butts from Keel to turn of Bilge, worked *carvel*, double riveted; with rivets $\frac{7}{8}$ in. diameter averaging 3 1/4 Butts of E & F Strakes at Bilge for *half* length, treble riveted with Butt Straps

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Proportions— Breadths to Length..

19.198

7.0

12.6

Destined Voyage

If Surveyed while

4.

get the Master's name and service from
Liverpool.

My report with the approved plans sent
are herewith returned.

I am,

Sir,

Your Obedient Servant

J. J. Houel



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Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets
Butts from Keel to turn of Bilge, worked ^{clench, double} riveted; with rivets
Butts of E & F Strakes at Bilge for half length, treble riveted with Butt Straps

Report B.M.



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