

Dictated by

E. H. C.

TEES DOCKYARD.

Middlesbrough

AND AT 36, GREAT ST. HELENS, LONDON, E.C.

LOYD'S REGISTER
LONDON.
RECR - 5 NOV. 1896
ANBR 5

Nov. 4th, 1896.

R. CRAGGS & SONS,
Shipbuilders & Repairers.
(TEES GRAVING DOCK 520 FT.)

Telegrams: "CRAGGS, MIDDLESBROUGH"
"WATERLINES, LONDON."

NATIONAL TELEPHONE N° 5046.

Agents for Muntz's Metal Co. Ltd.

The Secretary,

Messrs. The Surveyors,

Lloyd's Register of Shipping,

LONDON.

Dear Sir,

No. 126.

Referring to writer's call upon your Surveyors, & especially his conversation with your Mr Stanbury, & also confirming our respects of yesterday bearing on this question, we now enclose a sketch of the special ice strengthening formed by very much increased plating, extending in all over 6 strakes, & intermediate frames for stiffening same, as indicated by the red lined stations.

We would also point out that although the bridge front has not a Macedonia stiffening entirely, the coaming is purposely made 25 inches in depth right across, to obtain a good ^{strong} job.

This vessel is for foreign account, & we are not yet in a position to say that freeboard will be marked upon the vessel's side, but in the event of this being done, we want to obtain for this vessel the most favourable one that you can see your way to assign.

We would add for your guidance, that No. 126 is quite a superior cargo boat, carrying extra spare parts of machinery, including tail end, fitted throughout with electric light, including mast head & light houses in duplicate, two extra large boilers 13 feet

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002094-002100-0054/2

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each in diameter, to enable the vessel to navigate easily on one boiler in case of accident at sea.

The vulnerable parts & openings are exceptionally well protected, the bulwarks forward being 4 feet high, stiffened with 7-inch bulb plates. The hatches are 3 feet high. The after steering gear is protected by substantial steel house. The engine & boiler casing is well constructed, about 7 feet high throughout.

A special feature is the ~~3ft 3"~~ 3ft 3" high steel bulwarks, 5/20" thick, with bulb angle rail, at fore end, & all fore & aft of bridge.

We shall be glad if you will go into this matter, & let us have your recommendations as early as possible, as we expect to be ready for sea in a day or two.

Yours truly,

R. Crapo Esq.

1 Enclosure.



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Foundation

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UFD
5 NOV. 1898

Req. early reply

H. Crapp & Sons
126

Submitted the Middleboro' Surveyors be requested to obtain a freeboard request form for this vessel from the Builders and to forward a freeboard report in the usual manner. Particulars of the stiffering of the bridge fore and bulkhead should be furnished. At the same time the Builders should be informed that the freeboards are only assigned on the understanding that the same will be squared on the sides of the vessel.

The particulars and sketches forwarded by the Builders should be sent to the Surveyors.
J.B.W. 24.6 28 5.11.96

Dr. 4
Ans 5
Surs
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The vessel's diameter, to enable the vessel to navigate easily in one
holled in case of accident or sea.
The vessel's diameter is well constructed about 7 feet high through
The deck is 2 feet high. The sides
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The deck is 2 feet high. The sides