

Contractors to

ESTABLISHED 1809.

THE HON. CORPORATION OF TRINITY HOUSE. THE THAMES CONSERVANCY BOARD.
AND H. M. ADMIRALTY.

STEWART & LATHAM,
Ship Builders
AND
Marine Engineers.

— — — — —
AND AT
BRITANNIA YARD,
MILLWALL.
— — — — —

SOUTH DOCK IRON WORKS,
— — — — —
BLACKWALL.
— — — — —

BRANCH OFFICE: MILLWALL DOCKS.

The Secretary.

B. Martlett Esq

White Lion Court
Cornhill

London Sept 5th 1887

E.

Rec. 6/9/87

Ans. do.

E.C.

Dear Sir,

By an oversight, the whole of the floor plates of the two
Ferry boats for the Greenwich Ferry Company, were ordered by the
late Mr. Skelton to the thickness as approved on the section sub-
mitted, + no floor of ~~an~~ increase of $\frac{1}{8}$ " is provided for Engine
+ Boiler spaces as required by rules.

But, seeing that the vessels are to be used only for ferry purposes
and not as ocean-going steamers, + that the bottom will be well
cemented, + the Engine Boiler spaces thoroughly accessible for cleaning
and painting of floors, we trust that we may be allowed in these spaces
to use the floors as rolled and delivered. We may add that the depth
of the floor has been already increased.

Trusting you will give this matter your earliest attention, as it is
very important.

I remain dear Sir

Yours faithfully

Stewart & Latham

For the Chief Surveyor to
Report

B.M.

6/9/87

Steward & Latham's Ferry boats

This vessel ^{is to have a}
^{SAI}
restricted class for Ferry
purposes. It is submitted
that in view of the increased
depth of Floors in the Engine
space, provided double
ruled angle iron be
fitted in this space, the
same would meet approval

Dr: 5.9.87

Ans 6.

K.P.C. & Co. to London 6/9/87



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