

Lloyds Register of British
& Foreign Shipping

Sunderland 28th April 1869
Geo. B. Seyfang Esq.
Sir,

On reference to the notification contained in your letter of yesterday's date - observing that not any allusion is made in the Report on the Schooner "Edw. Austin" (No. 9580) as to compensation for extreme proportions, I beg respectfully to state that when the vessel was commenced the Builder gave me the following dimensions. Viz: Length aloft ^{ft} 70, - Extreme Breadth ^{ft} 20 ⁱⁿ 8, Depth of hold ^{ft} 9 ⁱⁿ 0. as these were not beyond the proportions allowed by the rules, the idea of compensation did not arise, & it was not until the last moment before sending off the Report, that the actual dimensions were supplied to me, which gave her a little over 8 depths in proportion to length. - On looking at the rules I found no provision for size of diagonal iron straps in vessels below 100 tons

Register - the smallest size specifying in ships of 100 tons & under 200 tons - under the circumstances, I thought that in vessels of this size the Committee did not intend the rule as to extreme proportions to apply.

On referring to the report on the vessel, it will be seen that the Keel & Keelson, also the principal part of the planking both inside & outside are beyond the requirements of the rules. There is also a large excess in the number of hanging knees, & a large proportion of the bolting is beyond the sizes specified in the rules for ships of her Tonnage.

I trust this explanation may be considered satisfactory, and remain

Sir

Your Obedt. Servt.

James Sibbald