

Fig and Light 10/10/10

From photo copy of the drawing
Eng. copy and transmission from of the drawing
- Drawings may be made

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C.O.
44129

Messrs Rendel & Robertson, 4 Green Arcade,

14 DEC 05

257

8 Great George Street, S.W.

Received 12th December 1905

London Railway Tugs & Lighters.

Gentlemen,

In continuation of our letter of 5th December we are in a position to report.

We are asked to furnish an approximate estimate of the cost of a tug and two lighters as described in the correspondence.

We should observe that the description of the tug required is not very definite as it is obtained by comparison with the tug "Percy Anderson" which is rated at 100 tons register and 50 H.P. The calculated figures for this vessel would be nearer 40 tons and 120 H.P. As however the tug is asked to be of 200 tons register (against 100 tons of "Percy Anderson") 150 H.P. (against 50 H.P.) and to tow 100 ton barges against one as towed by the "Percy Anderson" we have assumed that what is really required is a vessel of about twice the power and capacity of the "Percy Anderson".

We have had in communication with three well known builders of such craft and herewith enclose a memo showing the particulars and prices of vessels and lighters offered. At the present stage no definite date for delivery could well be obtained, but it may be taken to be from 6 to 9 months from receipt of order.

We also send ferro-types showing the tugs and lighters offered by the builder.

We cannot make out detailed specifications until

the Railway...
...will...
...their requirements, should it be...
order a...
...the design...
should be of...

OIL FUEL. - The question of...
to burn oil fuel is brought forward in the...
and one of the reasons why we invited Messrs...
to send us an estimate was because they have had...
experience in this matter. We think however, that...
boiler or boilers of the tug should be designed with...
large furnaces necessary for burning woodfuel, and...
furnaces might be adapted to burn oil fuel if it was
decided to try it hereafter. The bunkers if required in
future to carry oil must be of such scantling and so
arranged that they could be transformed into oil bunkers
if and when required.

TYPE OF ENGINES. - It is a question whether for this
service triple expansion engines are necessary. Messrs
Armstrong propose them, and Messrs Bow McLachlan offer
alternative with a reduction in price for...
are inclined to think compound engines...
suitable. The "Percy Anderson" was fitted...
... This is very unusual...
it should be stated if it is required in the new tug.

I will be pleased that...
offer a...
to build...
...
...
for...