

Bristol 28th June 1858

George B. Seijang Esq

Sir

I have to acknowledge the receipt of your letter of the 24th Instant, enclosing one from Mr. J. H. Green. which I regret to say is not correct.

My recommendations were not attended to. See extracts from my journal 8th 25 & 26 Augt 1857 and what he calls scraping was mere scratching on the upper surface of the floors, and he worked his bilges without giving me notice, so that I could not see the cross checks that I had previously looked at.

I did not suggest to him about putting a piece on the Stern Post, but I recommended him to remove it before any planking was worked, and the Ship's Husband told me that Mr Green promised the Owners to do it.

Mr Green never took the slightest notice to me about the letter he received on the 2nd of March, until Saturday the 19th Instant when he called on me about the report. I did not request Mr Green to scrape the sides of the floors, nor was I in the habit of looking at them when I passed round the yard. I had no occasion to pass the vessel in visiting the Dock nor would I have done so without being requested.

BR580-199 (1/2)

Aug 26th Saw Mr Green respecting his demands. So brought the stern post.
I did not examine the keel and floor on the outside for the reason stated, and the floors recommended to be removed was on the 8th Aug^t when I wrote to him to brighten the floors &c. and no notice taken, and on the 25th I found him working his bilges inside - see extracts 25 & 26 Aug^t

I did not know that the vessel was to be fastened with metal, until a few days before she was launched, when I said you are driving metal with your deck laid and your waterways not bolted, and the hanging knees ^{bolts} must now be metal and go through the deck - Oh! I do not mind that as the owners find the metal. - The waterways being 2 1/2 inches above the deck were subsequently bolted.

I have repeatedly told him and his brother and also the ship's Husband that I could ^{not} recommend her and they knew the reason was that I was not satisfied with the scraping - I did not see how the treenails were driven, but I believe a part of the ground was removed.

The timber bolts were put in after she was in Dry Dock and the garboards and flat was caulked and hoisted.

No suggestions of mine were attended to except the floors and apron which were very bad, although he says only a little sap, and this I discovered by driving a prickler in - it was so coated with Tar that I could ^{not} tell of what material the apron was composed.

The ship's Husband asked me the day she was launched what class I thought she would get, for said he. we must have ten years and one for the metal, otherwise we shall not take her - this does not look like expecting 12 years and Mr Green states the owners expected; I replied that it was

with the committee and probably they might give her ten years.

I am, Sir,
your obedient servant

James Hood



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BR540-1997 (2/2)

Aug 26th Saw Mr Green respecting his paper. To brighten the stereo post.

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1858

Bristol 28 June

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