

at about the bridge where
main deck ends, and the
plates but also the part of
well bulwark ends there we
to get new rivets in the
straps on both sides and
lot of the rivets on the angles
each side of the deck. Then there
the mooring pipe all combined
in that part of the ship very
R. I have held a Masters Certificate

and have given my attention
construction of both wood and
also more than the general
of ship matters and I think I
only doing my duty in point-
out any defects or try my
power in present construction
and use this statement to
discharge.

I am Gentlemen
Your Obedient Servant
Robert Smith

4 Albert Place
July 4th 190.

Gentlemen

Allow me to bring
before your notice the defective
construction of the new class
of steel steamers on the webframe
long bridge short fore well and
short poop and shallow well
aft the bridge. I have just made
a voyage Mediterranean & Baltic
in the Haylight built last year
by Raylton Dixon & Co and she is
very defective in construction especially
in the bows the foremost web framed
if I remember right is about the
collision bulk head and from there
to the stem is very weak only the
fore and aft stringers and a very
light breast post to support a
great portion of it. I said you

a short statement of dimensions
from main deck to first-peak deck
5 ft. 10 in from first to second peak
12 ft. 6 in from stem to collision bulk
head 21 ft. 4 in and in that great
space there are only the fore and aft
stringers and a light breast-hook
3 ft. 6 in long constructed of 2 1/2 in
plates and a single row of 3/4 in
rivets. We fell in with a breeze
after passing Matia and the bows

began to work and soon cut-through in the bows.
The rivets of the breast-hook and then
the whole construction worked like
a pair of bellows and every pitch
the two plates forming the hook
overlapped at least 3 in and the
bow-plates began to work very badly
and make a lot of water. We
had to ease engines to slow for
fear of the plates or rather the

rivets cutting through she was
working so badly and it was
not a hard gale, had it been
an Atlantic gale I am very doubtful
if any one would have been
left to tell the tale.

On arrival at Port Said we had
a survey and the breast-hook was
riveted afresh and an angle piece
riveted across to stiffen it-up and
about 400 rivets had to be replaced.

In my opinion there ought to be
at least 3 beams and a much
stronger breast-hook especially
in boats with the patent-
stockless anchors for they are
a great weight and cause a
great strain on the bows in
plunging into a head sea.
There is also a great weather