

Dundee 7th Nov 1860

G B Luffenz Esq

Sir I am in receipt of your letter of 6th Inst

with Copy letter annexed from Arbroath Ship^s of the statements of which I note - I could not have imagined that the Committee would have looked upon the want of Lumber streak bolts in this instance in the light of a flagrant violation of the rules under the method the Hells of the foothooks are arranged as in that case I would not have incurred the slightest reflection or responsibility about it - I now feel sensible of the error in not procuring previously the sanction of the Committee an error assuredly which will not again occur - I have made out a sketch shewing the arrangement of the foothooks as disposed as I have before explained with a view to obviate the difficulty of clearing the water courses a source of numerous complaints in vessels having single floor and foothooks meeting all in center as well as in double floored ships particularly in the case of such ships fitted with thick garboard streaks of water course sunk into it - as this vessel has

The proportion of foothooks that in this case meet in center may be about 28 and from 18 to 20 short - and it was on account of so many of the foothooks crossing with the Conviction I felt that Lumber streak bolts were here of little benefit - that induced me to recommend bolting the lower edge of garboard streaks as part compensation As the Multiplication of the Class of the ship has created much annoyance preventing a settlement between the Owner & Builders to far greater amount than all the actual expense of the remedy required I respectfully beg to suggest as the vessel may now be partly loaded that the object of the Committee may possibly be fully attained by conferring the class desired for the ship under a guarantee of Lumber streak bolts being applied where requisite on the vessels return

I am Sir
your Obedt^t Servant
Thomas Alexander