

Dundee 23 October 1860

G B Laysan Esq

Acknowledging yours of 23rd & in
reply to your query in respect to the "St Elizabeth" whether
all the first footboards or only the alternate first footboards
meet under Keelson. I have to state that in the fore body
of the vessel to some extent the first footboards continuously
meet in Center while in the after body they meet alternately
this variation arose from the builders being otherwise
recommended while the ship was in progress on account
of the frequent complaints made of the evils arising from
all the frame timbers going under the Keelson - for
in such cases where the timbers or water course is a
single recessed groove cut out in the garboard plank
as in this instance any sand or deposit getting down
between the timbers is washed immediately into this
water course & fills it up the ^{water} consequently rises filling
up the spaces between the timbers until it gets a
passage over the timbers to the pumps causing in many
cases damage to cargo - great difficulty is subsequently
experienced in clearing the timbers continuously in such
cases from the timbers being so close and spaces so confined
small chains have been in some instances run along the timber
holes which worked to and fro clear them but requires
more attention than sailors are apt to bestow as well
as having other drawbacks

By the alternate footboards only being
arranged to pass under the Keelson facility is obtained for
clearing out the water courses and obviating the evils
complaind of while at the same time any chance of
the first footboards being disturbed by the vessel grounding
is as much obviated as if the whole of the footboards met.
It is true section 46 states that timber

streak bolts may be dispensed with "when the
Heels of the first footboards meet in the middle
line on the keel -" strictly defined means the whole
of the footboards. In the case of alternate
footboards crossing I have hitherto caused the
Lumber streak bolts to be driven in proportion to the
footboards not crossing. In the case of the "Elizabeth"
the system not having been continued - on reflection I
deemed it would be more beneficial while not contrary
to the rules to cause these bolts to be applied to the
lower edge of the Garboard streak in addition to the
beam double treenails which I trust will meet the
approval of the Committee.

In respect to the question whether the
owner of this vessel has expressed his consent to the
Elm planing being worked higher than the rules
admitted - I have had no direct communication
with the owner on the subject - the owner has a
Mr Carmichael employed in attendance upon the
vessel to whom I communicated the purport of
the letter upon the matter and stated that it
was subject to the owner's approval. The owner
was made aware of the objection & result -
but no objection in his part appears to have
been started subsequently.

I am Sir
Your Obedt Servant
Thomas Alexander

24th Oct

The Surveyor's opinion is required
on the Quays between old and new

Act 24

with certainty

We cannot understand to what extent the through Bolts at the
Lumber streaks has been dispensed with, we therefore recommend
that Mr Alexander be required to state more distinctly the number
of first butts, which are short, likewise those which meet at the
middle line, also the number of through Bolts in the Lumber
streaks



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