

Montreal 2^d July 1866

Dear Sir

We are in receipt of your letter of 29th ult. accompanied by a Sea & Coast Certificate for our New Brunswick Victoria; and we must express our extreme surprise that the trifling deviation from the Section 46. should have in the least interfered with the Clovefication of the ship. Had we known about these ungalvanised nails before the ship left our harbour we should have caused nails of the right sort to have been driven wherever any of the plain ones were to be found; and

and even yet we shall do so,
altho at some inconvenience
before the ship goes to sea
in order to do away with the
objection. He knew nothing
ourselves about these nails, and
on questioning our Foreman on
the subject he states that instead
of the plain nails having been
used to some extent, as you
state, there were but a few
in a stroke or two of the
ceiling. I must seek. Shot
the Rule had just come out
and that he inadvertently was using
the nails when you observed
them, and

told him that he was doing wrong
after which not another nail
of the kind was put in, but
that he thought the error so very
unimportant that he did not
think of saying anything
about it. That there ^{were} thirty shillings
worth of these nails driven, and that
in a part of the ship where
the one kind is as good as
the other for the period of
classification at least.
Certainly we would think it
an extraordinary thing that
in such a trivial
diversion,

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deviation, the whole of the ship
heavy Copper fastenings from
Keel to Gunwale (In the topside
are Copper bolted in Batt and
Hooks) should Count for
Nothing. The Committee
cannot be in earnest about
it. We can say a good
deal more about the ship but
her extra scantling, and thickening
of plank &c. but we suppose
they also go for nothing.
If any further explanation
is required, we will be happy
to give it. In the meantime we
return the Certificate, and
request

request you will be good
enough to forward it and the
to the Secretary, and I trust
that the matter will be
one set right.

Yours
Herman

S. J. Purvis

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Mr. Thomas Alexander
Dunlop