

Lloyd's Register of British
and Foreign Shipping.

2 White Lion Court, Cornhill. E.C.

Dec^r 9th 1869

Sir -

In compliance with your
Instructions to report on the State-
ments contained in Mess^{rs} Davy
and Wheeler's Letter of the 6th Instant
to Mr. Mudge, having reference to the
Barque "Clara" - Restored at
Liverpool in July 1867 -

I beg respectfully to state before
complying with your request that
I have carefully read all the
documents bearing on the case of
the vessel in question; and I find
that Mr. Mudge in his Letter of the
7th Instant writes thus on the
subject before me -

"With allusion to the Survey on
her at this Port in July 1867 under
the special Conduct of Mr. Maymott

I fear that this will scarcely
convey to the Committee the facts
of the case, as far as I am individually
concerned -

On the 4th May 1867 I received
your Instructions to proceed to
Liverpool to hold a Survey in conjunction
with the Liverpool Surveyors on the



Lloyd's Register
Foundation

LLV583-0453

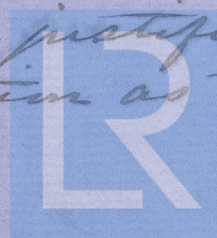
Ship Tudor, and you intimated that while there, in consequence of an application from Messrs Stuart and Douglas, the Owners of the "Clara" to be informed what additional term of Classification might be anticipated if they diagonally doubled her bottom. I was to examine the said vessel in conjunction with the Liverpool Surveyors.

With this object in view Messrs Light, Davey and I proceeded to her while she was lying in a dry Dock. We met Mr Stuart by the side of the Dock and I remained in conversation with him for a short time. Messrs Light & Davey went into the Hold of the vessel where we joined them. I observed that all the Ceiling from the Hold Beam Clamps to the Bilge Planks and several additional shifts of Ceiling at the ends had been removed, but the Hold Beam Clamps, four Strakes in number, each side, the Bilge Planks, five Strakes each side, the Ceiling in the flat and the Linber Strakes remained in place, which, taken as a whole, appeared to be in good Condition. The frame exposed above the Bilge Planks was generally "healthy," but sappy, and the Sap in many instances decayed to such an extent as to have necessitated the removal of a very large number of Chocks, to reset the timbers for new Chocks; to do this would have involved the removal

of several Bilge Planks, as the Chocks were partly covered by them, and altho' as Mr Davey stated, in his letter to Mr Mudge, the Rules did not specify that the Chocks at the Bilges were to be renewed, it is the Surveyor's duty to see that a frame is properly Chocked and it did not require much Examination to ascertain that the Chocking in this vessel, partly covered by Bilge Planks was most unsatisfactory, and I should not have thought of passing it in the Condition in which I saw it for a better Class than ~~the~~. It was Messrs Light & Davey who influenced Mr Stuart to pursue the course he did, for it was they, who without reference to, or consultation with me, intimated to Mr Stuart that they recommended the whole of the Hold Beam Clamps, Bilge Planks, and all the Ceiling that remained in the Hold to be renewed.

It was this extreme recommendation which naturally caused Mr Stuart to intimate that he should not proceed with the repairs for classing, and in my presence he gave orders to his Foreman to close up. If Mr Stuart had been treated with the consideration he deserved, it is my opinion, that he would, at that time, have properly repaired his vessel with a view to Classification.

I did not think the Condition of the Clamps &c justified such a recommendation as the one made



but, it was made, and it was that
Recommendation which decided
Mr. Stewart's Course. It is a dangerous
matter to recommend such a large
quantity of Clamps, Bilge Strakes
&c. to be removed, if sufficiently
good to remain, and as the Clamps
and greater portion of the Bilge
Planks, seen by me at Liverpool
still remain, and were considered
by the Liverpool Surveyors sufficient
good for the Classification they
recommended, and have been
considered so, recently, by Mr. Phipps
the inference is, that they, on their
own merits, ought not to have
been condemned wholesale.

I only saw the Deipel twice,
and that was, before she was
unpaired, consequently it is
absurd to endeavor to fix upon
one the responsibility of a defect
which I never saw.

It will be observed by reference
to the remarks I made on this Deipel
in 1867. that I did not consider
her frame had been put into
satisfactory condition.

I am, Sir,

Your obedient Servant

J. B. Seymour

J. B. Seymour

Lloyd's Register
Foundation