

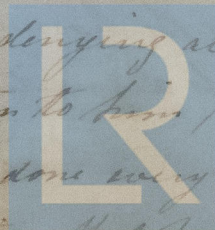
Lloyd's Register of British & Foreign Shipping.
Sunderland. 29th March 1872

Charles Graham Esq

Sir

Mr W. Hay writes in his letter of the 26th inst that
He is surprised that there is a demur to blessing his ship Began
Now this appears very strange that Mr H should be surprised
in March - when the Fees were tendered by his directions in
January - It is also nearly two months since Mr John Hay
told me his brother intended to place his ship in a dry dock
to have all the objectionable bolts removed, so they could not
be taken by surprise now - Mr W. Hay then goes on to say that
he arranged with me to put the vessel in a dry dock - Now I
most distinctly deny that any such arrangement was made
with me - The fact is I met Mr Hay in the Street on Saturday
the 20th inst and he told me in the presence of Mr Lawrence that
the ship was going into dock on Monday the 22nd and he begged
of me to meet him there to point out what Objections there were
which I could not object to - But I told him there on the
Monday morning I could not proceed any further in the
matter as the Builder was there denying all my objections
and Mr Hay thought fit to listen to him rather than to me -
Mr H further states that he has done every thing that was required
I can only say in contradiction that I myself & Messrs Arney

presented evidence that it may be examined easily



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and Lawrence were on board this morning and found there were several of the Iron bolts ^{remaining} and none of the Metal bolts removed that are stated in my report as of less diameter than the Rules require - Mr H. also wishes to convey an Idea that he has only now bought the ship, at the same time he employed Mr Leithead, to build and he Mr H supplied the Materials, and he Mr H further told me that Leithead had not one farthing but what he supplied him with -

Mr H also states that we are detaining his ship in dock - But it is no such thing - the ship was put into dock to get the Yellow Metal Sheathing put on, and then scarcely being sufficient ^{water} for her, she was put on very low blocks and must of necessity remain there till next Spring tides.

In reference to my giving the builder notice of my objections to his proceedings, I send a copy of one note.

Mr Andrew Leithead Sunderland October 6th 1851

Sir

Having surveyed your New Vessel on the 4th inst I find that the bolts in the Limber Strakes are too small and also a great many of the Knee bolts are less than the Tonnage requires, which will be prejudicial to the Character of the ship as the Committee Object to any bolts being driven of less diameter than are stated on the Rules -

Signed R. Fowler

P.S. I have reason to believe that the Limber strake bolts here stated were afterwards made right as there were not many driven when I pointed them out

In reference to my throwing up the Special Survey, the case was this, I found in November that the builder was driving a number of Iron bolts when Copper or Mixed Metal was required, and remonstrated with him on his dishonest conduct. He then assured me he would get them all out again - But on my next survey I found he had painted them over to deceive me, and also had driven a number more in another part of the ship - therefore finding there was no dependence to be placed in him and that my Character was likely to be brought in jeopardy, I then threw up the Special Survey in disgust -

I was not aware it was required to send a statement ^{Bolts} of these proceedings to the Committee as we never received any instructions to that effect - However I shall be careful in future and send immediate notice to the Committee whenever any such cases occur.

I am Sir

Your Obedient Servant
Robt Fowler -



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1852

Sunderland 29th Mar
W. Fowler

Rec 31st

Also

Charles Graham Esq^r

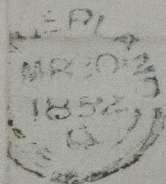
2 White Lion Court.

Comhill London.

Mr Hays
New Ship,

Explanations.

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of Mr
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