

SL0931-0124

Wideland 26 March 1852

Jas Graham Esq

Sir

I am surprised to find there is some demand on the part of your lawyer here Mr Fowler in regard to the clapping of a ship built by And Lethers & now become my property. This vessel was put under special survey for the B grade and as such I have bought her. On tendering payment of the special survey & clapping fee I have been told there are some Iron Bolts put into the ship where patent metal is required & other bolts were objected too as being weak. I then consulted with Mr Fowler that the vessel should be put into a Dry Dock & every Bolt objected too by him should be removed & whatever Bolts he ordered should be put in - to my amazement on Tuesday morning meeting Mr Fowler on board the ship for the purpose of completing the survey - & at a time when we were in haste to get what was requisite done & the ship out of dock to save the spring tides - he told me that according to the

No. 472 Survey held at Sunderland Date 7th Jan 27/0/52 1852
 on the Ship Nova the Colinda Master
 Tonnage Old 463 Built at Sunderland When built 1852
 By whom built Andrew Luthers Owners W^m Hay
 Port belonging to _____ Destined Voyage _____
 I. Surveyed while Building, Afloat, or in Dry Dock During Building

Length aloft	Feet. Inches. <u>123</u>	Extreme Breadth	Feet. Inches. <u>28</u> <u>6</u>	Depth of Hold	Feet. Inches. <u>19</u> <u>6</u>	
Scantlings of Timber.						
Room and Space	Inches. <u>27</u>	Inches. Middle	Inches. Ends	Thickness of Plank.		
Floors.....sided	<u>13</u>	Moulded	<u>13</u>	Outside.	Inside.	
1 st Foothooks.....	<u>11</u>	"	<u>11</u>	Keel to Bilge	Inches. <u>3 1/2</u>	
2 nd Ditto.....	<u>10</u>	"	<u>10</u>	Bilge Planks.....	<u>4 1/2</u>	
3 rd Ditto.....	<u>9</u>	"	<u>7 1/2</u>	Bilge to Wales	<u>4</u>	
		"	<u>5</u>	Wales	<u>5</u>	
					Limber Strakes	<u>4</u>
					Bilge Planks	<u>5</u>
					Ceiling in Flat	<u>3</u>

rules of your Association. The vessel having been put off special survey, he could not detain it without receiving orders from London. I remonstrated with him for having suffered the Master to go so far without taking my leave thus. That I might have made the necessary application to you, & pointing out to him that it was a mere matter of form & that there could be no doubt of the special survey being ordered. He consented under the circumstances & went round the ship - ordering a number of bolts to be started for his examination as to size, & those which were worn to be drawn out & replaced with pattern metal. This was done & I signed a document presented to me at the office requesting the survey for which I am willing to pay your usual charge. This morning I am shown a letter from you objecting to the course taken & requiring me to make a formal application for a special survey. I point him to remark that the Builder has had no notice of the ship having been put

off special survey while building & I cannot now conceive why Mr. Fowler should have made the difficulty in completing his survey - especially when I expressed my willingness to meet & remove every objection he might point out & which so far as I am aware I have done. But I beg you will have the goodness not to order what is to be done without delay - as the ship is detained in dock for that purpose & I have employment in prospect for her which requires haste in her preparation.

I am Sir
 Yours Respectfully
 J. Hay

Cop per
 Inches. 3 1/8
 Iron
 Inches. 18 1/16
 The Space between the Transoms, Aprons, free from all defects. 18 1/16 Timber. of English Oak by the Rule, state how many. om thence downwards, the B. If not, state how bolted. at that place. of Iron in plan S. I. Seal rule, state whether general Shakes between 44 English Oak

Deck Beams Horizontal Maple Keel 18 Pair of Vertical and Maple Standard Keels

Number of Breasthooks Seven Pointers Two Crutches Two

Butts End Bolts are of Yellow Metal in the Bottom, and 1 Bolt in each Butt End through and clenched.

Bilge and Limber Strakes 4 in 1/2 bolted through and clenched. Treenails of English Oak How Made Conical

General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature _____ Surveyor's Signature J. Hay

1852

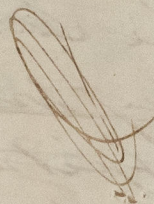
San Pedro de 26 Mar

Mr. Hay

Rec 24th

Dec 27

His New Ship



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