

Lloyds Register of British  
& Foreign Shipping.

Sunderland 17<sup>th</sup> April 1863

Geo. B. Syfney Esq

Sir.

I am in receipt of your favor  
of yesterdays date enclosing a letter  
addressed to you by Messrs Barkley & Co.  
relative to certain fastenings which I  
have deemed it my duty to require  
in the new vessel recently launched  
by them.

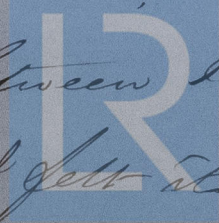
Permit me at the outset  
to express my regret that these  
Gentlemen have not given a fair  
statement of the case inasmuch  
as their letter leads to the inference  
that the extra fastenings requested by  
me to be driven in the top were not  
ordered till after the report had been  
signed and the fees paid. This however  
is not the fact, as I have over and  
over again pointed out the deficiency  
of Tremon's and urged the necessity  
of their being driven through. I find



on reference to the Surveyors day book  
the following minutes in relation to  
this point.

April 10<sup>th</sup> "More thro' treenails required  
" 13<sup>th</sup> "Fastenings not all driven as requested -  
On the 14<sup>th</sup> the vessel was launched  
On the 15<sup>th</sup> again visited the ship. to see  
if my former request had been complied  
with. which the foreman said was done  
and which was not the case, so that  
you will see I trust that the builders  
have had ample notice of this deficiency  
I may add. that a large number of  
treenails have been driven through since.

In reference to the other portion of their  
letter regarding the treenails of the bottom  
I beg respectfully to state that as soon  
as the vessel was caulked, the bottom  
was sheathed with yellow metal during  
which I found from the outside that several  
butt bolts were wanting in the flat,  
but I could not see the condition of  
the fastenings inside below the bilge  
on account of the large quantity of  
wood, chips &c that covered it. When  
I examined the inside between the  
hold beams and bilges I felt it.



© 2021

Lloyd's Register  
Foundation



Necessary to caution the Foreman against any deficiency of this fastening which might present itself when the hold was cleared, and reminded him also of the top at the same time -

On the 15th Inst., the day after the ship was launched, and while the first coal truck was suspended over the main hatchway. I visited the vessel and found men then employed in clearing the hold. I also found that several butt bolts had not been clenched also the deficiency of the iron trenails as mentioned by them which I at once requested might be made conformable to the rules; and as a substitute for which, the builders have driven short bolts, the amount of fastening, from the outside, appeared sufficient and it was not until the hold was cleared, that I ascertained that the iron trenails were not sufficient for the present rule and which the builders have thus attempted to remedy.

Herewith enclose the report upon this vessel, in which I have recommended her to be classed G.A.S. provided the



Committee are satisfied with  
the substitution of the short-bills  
in view of the deficiency of this  
treasury

And hoping that the explanation  
herein given may be considered  
satisfactory

I remain

Sir

Your obedient servant

H. S. Munford

Geo. B. Safford Esq.

Dec. 20

Joan

© 2021  
Lloyd's Register  
Foundation

H. S. Munford

J. Underwood