

for shipping to which application I received an answer
that as all the underwriters to whom they applied had
declined to take any Insurance on the Magnolia that
therefore they were unable to carry out the terms of the
Charter Party on representing this to my agents
they wrote to Captain Stewart requesting him to be
good enough to call on them which he did and some
Conversation occurred between him and Messrs. Friday
Messrs. which I did not hear but which appears
to have induced to Captain Stewart to change his mind
with regard to the Magnolia.

For as I was leaving the office I sent Capt. Stewart
in the boat in the act of leaving also who said
to me with I must now send what I did yesterday
sent mentioning Captain Stewart came on board and
sitting in the Cabin took down all the particulars of the
vessel's repairs as I told him and in the course of the
forenoon Messrs. Visram Ibrahim told me that they had
received the letters of Cover they required and would of course
now proceed with the loading of the vessel.

Now my charges against Captain Stewart
are first that he tried improperly to force me to put my
vessel into a dock of his choosing saying that as
I did not do so he tried to enforce the interests of my
ship by reporting in the first instance unfavorably of her
and having failed in both instances he attempted thirdly
to entort me out of me to which he was no more entitled
than you are Sir. viz Rs 96 for surveying the vessel's repairs
and 33 Rs for Lloyd's Periodical Survey.

I think it is unnecessary for me to
say anything further in order to show the Chambers
the want of necessity that exists for some steps
being taken to protect the interest of ship underwriters
connected with this sort in matters of this kind for they
may rest assured that it is not the first transaction
of a somewhat similar nature that has occurred
here If Captain Stewart has really as he boasts
to have all the honors of Lloyd's Surveyors and Lloyd's
Classification Committee combined in his own
person all that I can say is that he ought to use
that great power with more moderation and discretion
it certainly was never given to him for purposes
to the interests of so honorable and influential a body as the
Merchants of England and Calcutta are

Ship Magnolia
Calcutta 20th Sept. 1875

To The President of the Chamber of Commerce
Sir

As I think that all the members of the Calcutta
Chamber of Commerce are more or less interested
in shipping and marine matters generally. I
do not think that I am very unwarrantably intruding
on your valuable time in asking you to be good
enough to lay before them the following statements
of facts and to beg the Chambers to give expression
to their opinion thereon. I am acting in this matter
solely in the interest of my owners and brother ship
masters generally and only trust that I may be
in some measure instrumental in preventing
a recurrence of certain malpractices that
appear to occur here only too frequently and
which vitally effect the interest of the owners and
masters of vessels trading to Calcutta had I been
most unfortunately for me but thanks to influ-
ential agents I got through a difficulty that
could probably have overwhelmed a master
less favorably placed

I command the Barque Magnolia
and arrived here in July last with cargo from
Liverpool my vessel was surveyed in February
1875. at Home at the request of my owners
by Lloyd's and Verulian Surveyors and the date
of survey is duly entered in their respective registers

On arrival here I found that
a large portion of the sheathing had come off the
bottom of my vessel on the passage

therefore decided to dock her for examination and engaged
the Caladonia dry dock for the purpose I was induced
to select this dock as I liked the Superintendent's manner
and considered her terms rather more favorable than that
of the other docks on proceeding off the Caladonia dock
and whilst waiting outside for tide to be boarded
by Captain Stewart Lloyd's Surveyor who to my surprise
addressed me in the most authoritative manner asking
if it were true that I was going into the Sequoia dock
and on my replying in the affirmative he said well
if you do so I shall not survey the vessel and you will
get no Insurance on her cargo here to which remark
I replied we shall see all about that but after what
has occurred I shall certainly not call you in to
inspect the Magnum on my account. On reaching
my agent's office I found that Captain Stewart had written
to Messrs. Lindsay Munro to somewhat the same effect but
alleging as an excuse that the Caladonia dock
had only one European shipwright which objection
I may observe applies equally to every dock here
but one before proceeding further I may state at the
same time Captain Stewart advised me to go into the
Commercial dock. Now as the Commercial dock
at the time had no European in it at all but an
ex assistant harbor master. and as it is a very
small insignificant dock the very worst in Calcutta
I could not see any great grounds for such a recommen-
dation but as this dock was engaged in building
at the time a new "Beaulieu" for Captain Stewart
he doubtless deemed their best shipwrights

My vessel was today in dock and
during the whole time her repairs in progress Captain
Stewart never set her foot either in the dock or on
board my vessel and from first to last never
examined the ship in any way or went below
in the hold or took the slightest trouble to satisfy
myself with regard to her condition though he subsequently
sent me an unsolicited special report on her and
further more certified on account of Lloyd's Register
that she had undergone periodical survey by him
acting in his capacity of Lloyd's Surveyor

On the completion of the repairs and preparation
to leaving the dock I applied to my Charterers Messrs.
Visram Abraham & Co to send me a few boxes of cargo

An opinion seems to prevail here more especially with regard to Country Charters amongst native brokers and merchants that Captain Stewart's Special Survey Report for which he charges a fee of \$48 is a (benignance) and that without such a document no vessel no matter what her condition may be need apply for Insurance in the offices he represents surely there must be something abnormal and unhealthy in such a state of affairs and Captain Stewart receives as I am lead to believe he does a liberal salary from the different underwriting agencies he represents. Common honesty demands that he ought to furnish them with truthful reports without reference to further emolument or reward. I should therefore most respectfully ask the Chamber to consider this matter carefully and on the protection of their own interest to issue such orders to their Surveyors as could prevent for the future any counting for fees other than those to which they are legally entitled a public servant who requires a special additional fee for doing that which he is already bound to perform is one whose opinion I think any honorable man must place very little reliance on either one way or the other I enclose copies of certain letters and other documents on the subject under reference in this letter which I think will go far to substantiate what I have written and if any additional proofs are required I am in a position to substantiate them by good & reliable witnesses.

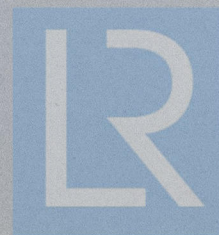
In conclusion I may observe that I am no disappointed man with a grievance to be rectified all that I want on my own account I have got and had Captain Stewart attended at the Dock and honestly and carefully performed his duties as he ought to have done in the interests of the various underwriters he represents and reported even so unfavorably on my ship I should never have called his opinion in question it could but an opinion in any case and therefore liable to error on either one side or the other but I must most respectfully protest against any improper interference in the management of my vessel's affairs and shall never permit any Surveyor or his matter who has to dictate to me what Dock ship Chandler and Sailmaker I shall employ the amount of

Measure and terrorism that appears exists in the fact
in such things would not be tolerated for a single
day in any but in England

All as we to draw your attention to the
accompanying copy of report and endorsement
Abolishing for the length of my letter

I remain Sir
yours most obt^d serv^t

Martin



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Foundation

W357B10-0041¹/₄