

Extract from letters received from Mr. J. B. Conway appointed
to represent interest of Owners. Underwriters on Hull of ship.

Dunedin 12 June 1884

"Several other repairs have had to be executed (in addition to
Surveyors recommendations as per report) but they are absolutely necessary
for the safety of the vessel, viz the iron knees in main sections
of ship were badly strained, both broken some in three pieces,
One knee broken right off at throat bolt, and had to be taken
off and renewed. The fastenings of main keel aft being especially
troublesome."

Signed J. B. Conway

Dunedin 23 July 1884

Correspondence has been going on between the Agents of Grain Agency &
Dalgety & Co, & the Grain Agency to inform us they were restricted
to paying £1000 and would not advance the money, except
on condition of the vessel being without any doubt seaworthy
and fit to carry her present cargo to Great Britain

On the 15th July we received from Captain Russell a most
damaging report which should have been given to us on 26 June
when repairs were completed & before receiving cargo on board. In
this report he states very evidently in the interest of Underwriters
on the grain, that the vessel is not fit to carry it to Great Britain, giving
sundry reasons, most of which are absurd and untrue - As to sweat
and smell for instance - Any Seaman knows, a vessel making a little
water is always sweeter than one wholly tight, as in the case of the
cabin in wooden ships it is the practice to put water into them to sweeten
the timbers & pump it out again. Again there is nothing to warrant him
saying that even a small portion of the cargo will be wetted to cause
any smell. Then he urges the season of the year as bad - Why this
season is the very best to get round Cape Horn, as she is certain
to have westerly winds -

To counteract this report, and to satisfy the N. Z. J. Agency &

as to the seaworthiness of the vessel & her fitness to carry her present cargo to Europe, we had another survey yesterday, which has been reported highly favorable to the vessel, so all doubts as to her fitness to carry her cargo are now permanently removed, and her seaworthiness affirmed by four of the very best men in Dunedin, the last Surveyors being Captain McFarlane, Harbour Master here and Surveyor to Register Marine Lordeaux, and Mr. Fletcher Master Shipwright.

Observe that Captain Russell delays his report, until after Captain Thomson's Survey (which was taken 11th to 14th July) dating it 15th July so as to try and override it, and so rendering necessary the last Survey, though it adds to the expense, it is better for all parties to have the matter settled in an indisputable way.

I don't know what Capt Russell has registered in Lloyd's for transmission home, but his report of repairs enclosed, is very meagre, not mentioning many things, which he insisted verbally and by memo should be done in addition to Specifications made from Mr 2 report of 23rd May - For instance, he makes no mention of the Bilge being refastened with metal through Bolt; nor of the topsides being fastened with iron through Bolt, as well as keennails - many remarks are untrue, which he goes outside of himself to make out of malice - For instance the Iron knee mentioned as broken, is a new break, as half a dozen people here can testify, the break being quite free from rust, which would not have been so, if it were old. Again the keennails in the same way are spoken of as if they were all decayed naturally without any fault of Raining, or bad weather or other causes.

Yours truly
(Signed) J. B. Conway



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W362819 - 0023 2/2