

Extract from letter received from Mr. J. B. Conway appointed  
to represent interest of Canada. Underwritten on 25th July.

Quebec 22 June 1884

Several other reports have had to be accepted (in addition to  
Conway's recommendation on the report) but they are absolutely necessary  
for the safety of the vessels, viz the two boats in main section  
gangs were badly damaged, both broken down in three pieces,  
one three broken right off at throat bolt, and had to be taken  
off and removed. The fastenings of main deck aft being especially  
weak.

(Signed) J. B. Conway

Quebec 23 July 1884

Correspondence has been going on between the Agent of main agency &  
"Safety Co"; the main agency to inform us they were authorized  
to pay for stores and would not advance the money, except  
on condition of the vessel being without any doubt seaworthy  
and fit to carry the present cargo to Great Britain.

On the 25th July we received from Captain Russell a most  
interesting report which should have been given to us on 22 June  
when reports were completed regarding repairs on board. In  
the report he states very distinctly in the interest of Underwriters  
in the main, that the vessel is not fit to carry to Great Britain, giving  
many reasons, most of which are absurd and untrue. As to Sweath  
and water in hold. Every Seaman knows, a vessel making a little  
water is always sweeter than one wholly dry, as in the case of the  
Lulu in London ship it is the practice to put water out when it is known  
the vessel is out again. Again there is nothing to warrant him  
saying that even a small portion of the cargo will be wetted to cause  
any trouble. When he says the cargo of the ship is bad. Only this  
reason is the very best to get, would any ship, as he is certain  
to have carefully visited.

to construct this report and to satisfy the R. & F. Agents.

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as to the construction of the work the fact is any the first  
survey & survey, we had another survey yesterday, which has been  
reported highly favorable to the work, so all doubt as to the fact  
is any the way are now permanently removed, and the authorities  
affirmed by force of the way that was in Scotland, the last survey  
was by Captain McManis, Richard Macdonald and Surveyor from  
Lodge Francis Anderson, and Mr. Fletcher Master Engineer.  
Because that Captain Macdonald delay his report until after Captain  
Macdonald's Survey (which was taken at 6 to 10 July) stating it to be  
as to the way and outside it, and so rendering necessary the last  
Survey, although it adds to the expense, it is better for all parties to  
have the matter settled in an indisputable way.

I don't doubt what Capt Macdonald has registered in Boyle for  
Construction time, but his report of repairs enclosed, is very  
meagre, not mentioning many things, which he insisted verbally  
and by some others to do in addition to specifications made  
from 22 April of 23 May. For instance, he makes no mention  
of the ships being fastened with metal through both, nor of  
the plates being fastened with iron through both, as well as  
sterns - many remarks are omitted, which he goes outside  
of himself to make out of malice. For instance he has three  
anchors as broken, is a new break, as half a dozen people  
now can testify, the break being quite free from rust, which  
would not have been so, if it was old. Again the beams  
on the same way are spoken of as if they were all decayed, rotting  
without any fault of Raining, or bad weather or other causes.

Yours truly  
(Signed) J. C. Murray



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