

Wokington 30th July 1853

Chas. Graham Esq.

Sir I am ever having taken place in the
butting of our new ship's plank. I beg to submit a sketch
of the same, by which you will see the shifts are from
seven to thirteen feet, and as the planking is all
vertically fastened together I do not see that the ship
would be strengthened by attempting to alter the
butts, which might be done by shortening two
planks in two different strakes, causing two more
butts, and completely destroying the vertical fastening
by this means the intersection could be got, and
the shifts in accordance with your rules, but
the vertical fastening could not be replaced.
This vessel has four diagonal straps on each side
let into the timbers running from the top to the
curve of the bilge. I have wrought two strakes of
X Deck clamps five inches tapered to four, they
are of great length and each thirteen inches wide
all scarphed and bolted together. I will also
work two lower clamps of extra thickness say seven

W.H.M. 1034-0141 1/2

inches tapered to five inches each fourteen inches wide, midship length fifty feet, these will also be all scarphed and bolted together, in fact. I intend to do everything ^{to strengthen} the ship. And rather than the vertical fastening should be destroyed, would adopt anything the Committee or your Surveyors might suggest, should you not consider the length of shifts and the vertical fastening sufficient, with the extra clamping I have named.

It is a most singular thing how this error has occurred as the planing was all laid off correctly on a board, and so confident was I of the bolts being properly shifted, that I could not credit W. Abthell when he named it to me. My son had the misfortune to get lamed a few weeks since and I was called away two or three days, during which I presume some of the workmen whilst dressing the ship had marked the bolts on the wrong strake in midships, which escaped my notice the view being intercepted with

stages and beams, until raised to the top of the walls

Trusting my opinion and suggestions may meet the views of the Committee

I am always

Sir

Your Most Obedt. Serv^t
Jonathan Fell

Scale 2 in to a foot



© 2021

Lloyd's Register
Foundation

1st Aug²²

The opinion of the Surveyors
is requested hereon
GMS

1853
Workington 30 July
Mr. Fell

Recd. 1st Aug
Ans 4th

We are of opinion that from the
extraordinary long shifting as
shown in Mr. Fell's sketch from in their New Ship
10 ft. to 13 ft. there can be no objection
to the butting of his ship we consider
it would be as efficient as if regularly
shifted even without the vertical
fastenings and Computations mentioned
in Mr. Fell's letter —

1st Aug 1853

J. R. M.
W. W. S.