

BIGHAM, ENGLAR, JONES & HOUSTON
COUNSELLORS AT LAW

HENRY J. BIGHAM
D. ROGER ENGLAR
T. CATESBY JONES
OSCAR R. HOUSTON
GEORGE S. BRENGLE
CHARLES F. QUANTRELL
LEONARD J. MATTESON
MARTIN P. DETELS
HENRY N. LONGLEY
PAUL H. LACQUES
ARTHUR W. CLEMENT
JAMES W. RYAN

CABLE ADDRESS "KEDGE NEW YORK"

64 Wall Street, New York September 27, 1929.



Re: S. S. "David C. Reid",
(Ex "Silverbrook"),
(Our File No. A 6354).

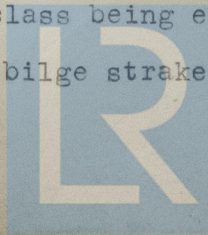
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Lloyd's Register of Shipping,
71 Fenchurch Street,
London,
ENGLAND.

Dear Sirs:- -

We represent one of the underwriters who had a policy of insurance outstanding on the S. S. "David C. Reid" (ex "Silverbrook") at the time of her loss in October, 1928, and are desirous of procuring certain information in regard to the vessel.

She was formerly classed 100 A-1 by you. Her class was expunged by you in April, 1927, on account of defective turbines. Prior to her class being expunged, it was subject to the riveting of the bilge strake on port and



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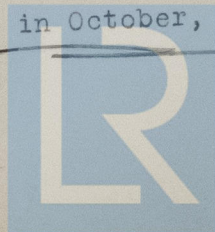
starboard sides being repaired and to permanent repairs being made to indented plates No. 6 E strake and No. 4 F strake, port side and No. 6 E strake, starboard side.

Under date of June 16, 1928, Mr. F. H. Osbon, your surveyor in Mobile, Alabama, U. S. A. issued a certificate in which he stated that:

"I have RECOMMENDED that she be reinstated to class 100 A1 with fresh record of survey, 6,28 in the Register Book, subject to the riveting of the bilge strakes and indented plates E 6 and F 4 (p) and E 6 (s) being permanently repaired first opportunity, being fit to carry petroleum in bulk.

Note: Testing of engine and boiler room D.B. tanks, examination of steering engine, windlass and cables, may be accepted as part S.S. 2nd No. 1".

We wish to inquire whether the vessel had actually been reinstated to class and a certificate to that effect issued prior to her loss in October, 1928, and if not,



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why not. The precise reason why the vessel was not reinstated to class (if in fact she had not been), is important, since the assured, in applying for the insurance, represented that the vessel was classed.

We should also like to procure from you a copy of the report detailing the riveting and damage to the side plating referred to in Mr. Osbon's certificate of June 16, 1928.

Following the sailing of the S. S. "David C. Reid" from Mobile, she received heavy weather damage on the way to the Philippines and China, and we are advised that she was surveyed in Hong Kong by your surveyor there. We shall appreciate it if you will advise us as to whether or not the vessel was drydocked in Hong Kong, and send us a copy of the survey report made by your Hong Kong representative.



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We shall of course, be glad to forward you
a check to cover the expense of procuring the copies of
survey reports, etc., above referred to.

Yours very truly,

Richman, Engler, Jones & Houston.

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Referred to the Chief Ship Surveyor,
and the Chief Engineer Surveyor.

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10 OCT 1929

Also for Mr. Hill to note.



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