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TELEGRAPHIC ADDRESS  
"DAVIDSON ABERDEEN."

Provost Blackie's Quay

Aberdeen 20 May 1890  
and at Newcastle-on-Tyne

B. Waymouth Esq  
London

Dear Sir

We send you per post the full detailed specifications of the S.S. Monarcord & we shall also send you in course of a day or two the full detailed plans of the steamer as soon as we receive them from the Board of Trade & we trust that in view of the evidence given by your Surveyors in Aberdeen in view of the extraordinary condition of the vessel when lost you will cause an independent investigation to be made. We think this is the least you can do & we are quite sure that with your usual interest in everything that concerns shipping you will do so with a view to prevent loss of life. We may mention that from statements made to us by several members of the crew the steamer was leaking in the topsides round the coverings of the hatches in many places. We also send you by post a copy of today's Free

Press in which you will find a letter written by Capt Davidson. We only desire to add that he has been for 20 years master of steamers belonging to us in all trades & during the whole of this long course he has never had an accident. It is pretty hard lines that a shipmaster of some care & experience should have such reflections put upon him without just cause. May we kindly ask that this matter receive your attention. We don't ~~mean~~ were to suggest that the shorthand notes taken at the Inquiry should be set up in type - will you pay any portion of the cost?

Yours faithfully

J & A Davidson

P.S. As shipowners we could never build or buy another similar steamer after this decision

J & A





LLOYD'S REGISTER,  
LONDON.

REC'D 24 MAY 90

ANCE

7 June

Abn 23.5

J. A. Davidson

Re case of ss.  
"Bonaccort"  
4 advising  
specimens

It is submitted that, with regard to the Machinery, no further remark is required in this case, beyond the previous endorsement, except to note that the suction pipe to the main bilge pump had to be cut on account of it threatening to "choke". This would show negligence on the part of those who were responsible, for seeing that the chips and other substances, were removed from the bilges, and that the gutters were thoroughly cleaned fore and aft, so as to prevent the lumber holes, sluices, or roses from being closed up. W.A.

27.5.90

To the Chief Surveyor  
John Allison



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Foundation