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All communications to be  
addressed the Surveyors,  
Lloyd's Register,  
Middlesbrough

Lloyd's Register of British  
and Foreign Shipping.

Royal Exchange, Middlesbrough-on-Tees.

July 16<sup>th</sup> 1890

The Secretary  
London

Sir,

I beg to acquaint you that I have made  
enquiries from Messrs Stodd & Co., of West Hartlepool  
respecting the report about their S.S. "Daylight",  
contained in a letter from Mr Robert Toth,  
late 2<sup>nd</sup> Officer of that vessel, forwarded with  
your letter of the 9<sup>th</sup> instant, and in reply to  
inform you that they state as follows:- The  
vessel went from Barry Dock with coal  
to the Mediterranean, & thence with a full  
cargo of iron ore to Baltimore, and afterwards  
again to the Mediterranean. The Captain  
reported that on the voyage to Baltimore, the  
vessel experienced exceptionally heavy weather;  
a sea, on one occasion striking the bow with  
such force, that he thought it must be stove in



She also experienced heavy weather on the second voyage to the Mediterranean.

The damage is reported to consist of the starting of some of the rivetting in the breastwork and shell laps of one of the panting stringers forward; in the gunwale angle in the quarter deck about the break, and in the buttstrap of bulwark next abaft the bridge.

In the regard to these parts, I may say that I gave most particular attention to the rivetting to about the break, which was all good and sound when the vessel left the Builders' hands; and that the arrangement of stringers forward is the same as that in 10 or 11 sister vessels from which not a word of complaint has been received.

In this case, the Owners attribute the damage entirely to the exceptionally heavy weather experienced in the North Atlantic while carrying iron ore; and I may mention, in confirmation of this, that they have not made any complaint on the





subject to the Builders, nor have they any intention of doing so, as they treat the matter as one of sea damage not attributable to any defect in the vessel.

With regard to Mr Robert Forth, the Owners inform me that he was shipped at the last moment when the vessel was leaving Barry Dock, and that having been found unfit for his situation he was dismissed at the very first opportunity and this they suppose is the cause of his action in the matter, and what they consider his gross exafferation of the defects.

I return Mr Robert Forth's letter herewith.

I am, Sir  
Your obedient servant  
H. M. Williams

1 Enclosure



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