

Extract of Letter Received, & addressed to
C. A. Craper Esq. Secretary of the Salvage
Association London.

With regard to the question of repairing the mainmast we cannot understand, what Captain Sattler, has been doing since his arrival in Cape Town when he has not yet come to a decision whether the mainmast has to be condemned, or not, and it will be too late to have the mast built and sent out with the Union Carbide Steamer that carries the rest of the cargo, so we will now require to have it temporarily repaired, and renewed on the ship's arrival home.

As to the drydocking from all advices we have had we think that it is absolutely necessary, that the ship should be docked, as Wimer has been down and reports the lower Pintle of the Rudder and Gudgeon badly damaged, and in nearly every letter the Captain writes up about the damage, he speaks about the wreckage found; ing against the ship's bottom, also in the Report of the Surveyor dated Cape Town 30th June, and signed by W. Stephen and H. Haswell, they report the wreckage was for

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some time under the ship's bottom, and again in the Middlesbro' and Stockton Evening Telegraph dated 21st July we read an account sent to this paper by one of the crew in which he says "With every roll of the ship the Topsail Yards were hitting against the side and we expected every moment would be our last", and again he mentions that "as time went on the Gale increased, and for two hours the Mizzen Topsail Yards were bumping against the ship's side". Now under all these circumstances we do not think it would be fair to our Underwriters, or to the crew to allow the ship to leave safe Town before being put into Drydock, and the Rudder repaired, and bottom examined.



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