

REGISTERED HEAD OFFICE  
MARKET STREET, MELBOURNE.



**HOWARD SMITH COMPANY LIMITED,**  
*STEAMSHIP OWNERS, COAL MERCHANTS, etc.*

**AUSTRALIA.**

**LLOYDS REGISTER,** 33, Cornhill, London, E.C.

**LONDON,**

**REC<sup>d</sup> 9 SEP 1912**

**ANS<sup>d</sup>**

REGISTERED ADDRESS FOR UNITED KINGDOM TELEGRAMS  
"DEBATEFUL, LONDON."

TELEPHONE N<sup>o</sup> 10510 CENTRAL.

The Secretary,

9th September 1912.

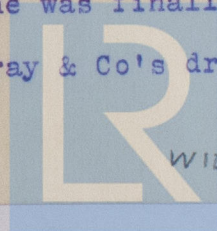
Lloyds Register of British & Foreign Shipping,  
Fenchurch Street, L o n d o n, E.C.

Dear Sir,

We have seen your Mr. Gilmour who we understand has been appointed by you to act as your Special Surveyor on the s.s. "TIME", No. 238, building by Messrs. John Priestman & Co., Sunderland for our Principals, Howard Smith Company Limited, Melbourne, Australia, to your 100 A.1. Classification. This special survey being requested, in the first instance, by the Underwriters' Surveyor.

We wish to make clear to you, as well as to your Mr. Gilmour, the facts of the case and the requirements of our Principals.

This steamer, on the 18th July whilst on her way to Messrs Richardsons Westgarths Works, West Hartlepool, for her machinery and boilers, broke adrift from her tugs and was blown on shore at Seaton Carew, at about low water, and with the rising tide was carried high upon the sands assuming variable positions due to climatic variations and abortive salvage operations until she was finally salvaged on the 29th August and placed in Messrs. Wm. Gray & Co's dry dock, West



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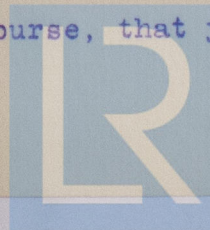
tlepool, to ascertain damage sustained through being blown ashore  
being subjected to variable strains, etc., for about 42 days.

We desire the vessel to be put in the same perfect, good  
dition in all respects as she was when she left the Builders'  
d on the 18th July. The keel having been sighted on the 16th  
y, two days before the vessel was launched, and proving same to  
3/8" up at about centre of her length.

On behalf of our Principals we wish you to give a special  
tificate when these damage repairs are completed, and before the  
sel leaves repairers' premises, stating that all damage sustained  
ough this accident has been made good, that all material which  
s been strained has been renewed or dealt with in such a manner as  
do away with any straining or strained conditions that have been  
up in structure of the vessel, and that the vessel may now be  
sidered entirely new, and cannot be considered a partially re-  
ired vessel, depreciated as a resultant of recent stranding.

This certificate to be forwarded in due course to our Head  
fice, Melbourne, and to be distinct from the usual classification  
rtificates which you give in connection with a vessel constructed  
der normal conditions.

We may remark that it has been suggested by the Builders  
at our Principals should accept a sum (if such should be offered)  
compensation for the bottom being set up and allow it to remain  
its present condition, providing, of course, that you would give



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A.1. Classification.

is compensation we do not desire as there is, in our opinion, how far the connections of bottom may be strained by present stranding and bumping.

do not wish to have present damage minimized as the Agents' Representative is, in our opinion, at present doing, we wish to magnify the same, but simply wish you to see that the vessel is put in same perfect good order as before being damaged.

Nor do we see why our Principals ( and possibly our Agents) should suffer in any way through an accident to vessel which is in Builders' hands and at their risk.

I understand Mr. Gilmour will report direct to you regarding this, and before anything further is done in this matter we would be pleased to inspect a copy of report and also to learn his conclusions.

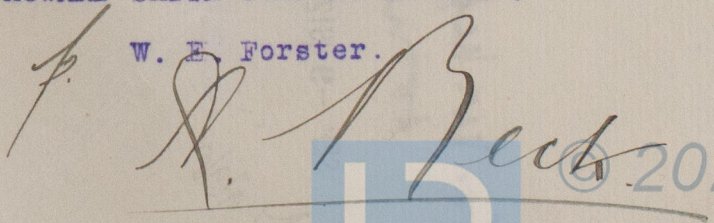
For your private information the contract price of this vessel including engines and boilers, is £51,000. The extras since the contract was signed being in the vicinity of £16,000. The value of engines and boilers equals £16,000.

We are, dear Sir,

Yours faithfully,

For HOWARD SMITH COMPANY LIMITED,

W. E. Forster.



W1030-0029 3/3

Lloyd's Register  
Foundation



Referred to the Chief Ship Surveyor.

af

SEP -9 1912

for Mr. Hughes  
to note

SEP -9 1912

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Sir,

In

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