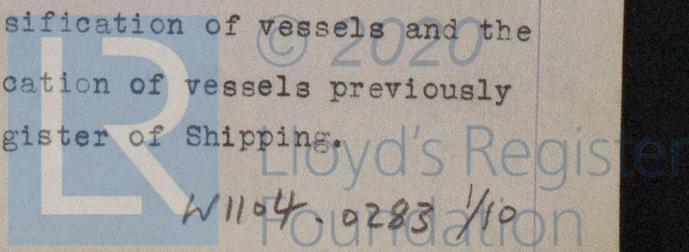
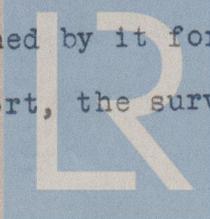


- 1.
2. Secretary, _____
3. Secretary.
- 4.
- 5.
6. (This should be stated somewhat fully).
7. (State somewhat fully).
8. London, England.
9. (State somewhat fully).
10. My duties as Secretary in 1917, 1918 and 1919 with respect to the charge or custody of the official records of Lloyd's Register of Shipping were that as Secretary during that time I was charged with the official custody of all of the records of said Lloyd's Register of Shipping at London.
11. To attend upon meetings of the London Committee of Lloyd's Register of Shipping, to keep accurate record of the proceedings of said Committee and to keep in safe custody the records and papers of the Committee.
12. The London Committee of Lloyd's Register of Shipping in 1917, 1918 and 1919 was the principal governing body of Lloyd's Register of Shipping. It was vested with and exercised the power of approval or disapproval for classification by Lloyd's Register of Shipping of all vessels, application for the classification of which was made to it at such times, as well as the approval or disapproval of survey reports, recommendations for classification of vessels and the withdrawal from classification of vessels previously classified by Lloyd's Register of Shipping.



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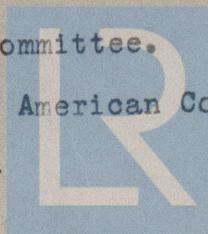
13. The functions of the London Committee at the present time are the same as the functions in 1917, 1918 and 1919, as previously stated.
14. In 1917, 1918 and 1919 it was one of the functions of the London Committee of Lloyd's Register of Shipping to consider all applications made to it for the classification of vessels.
15. It was one of the functions of the London Committee to approve or reject applications for the classification of vessels submitted to Lloyd's Register of Shipping.
16. The classification of vessels in 1917, 1918 and 1919, by Lloyd's Register of Shipping, was initiated by an application for classification made by the owner, or if the vessel was under construction, made by the company constructing the same. Said applications in all cases were accepted contingently upon the final completion of the vessel in conformity with plans approved by and filed with Lloyd's Register of Shipping, and to the satisfaction of the surveyor of Lloyd's Register of Shipping assigned to the work of inspecting said vessel, and subject to the final approval by the London Committee aforesaid. After making the original application, plans for the details of construction were required to be filed with Lloyd's Register of Shipping for approval by Lloyd's Register of Shipping. A surveyor was next assigned to the work of supervising the construction, from whom was required, upon the completion of construction, a final report to Lloyd's Register of Shipping upon blanks prepared and furnished by it for such purpose. With such final report, the surveyor was empowered



to issue to the owner of the vessel or to the Shipbuilding Company a temporary certificate of class in the form of a recommendation to the Committee, that such vessel be temporarily classified according to the class specified in said temporary report. In the case of any vessel built in the United States, the American Committee, in the first instance considered the same, approved or ratified the same and forwarded said temporary certificate of class and the final report of the surveyor to the London Committee for its final approval. The procedure in 1917, 1918 and 1919 was the same as the procedure existing at the present time.

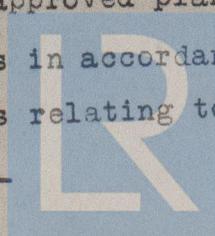
(This answer should be carefully checked with the facts as they exist).

17. Yes, Lloyd's Register of Shipping had inspectors or surveyors during the years mentioned.
18. The functions of such surveyors were to make inspections of all work done on vessels constructed or being constructed under the supervision of Lloyd's Register of Shipping and to report thereon to Lloyd's Register of Shipping.
19. The inspections under the rules of Lloyd's Register of Shipping were required to be made from time to time as the work progressed, by the surveyor personally. When the work was completed the surveyor was required to make reports to Lloyd's Register of Shipping upon blanks furnished by it for such purpose.
20. In 1917, 1918 and 1919 Lloyd's Register of Shipping had a Committee resident at New York City, U. S. A. called the American Committee.
21. The functions of said American Committee in 1917, 1918



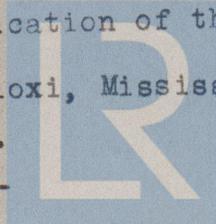
and 1919 were to supervise the work and the reports of surveyors of vessels under construction in the United States, on behalf of Lloyd's Register of Shipping, subject to the final approval thereon of the London Committee and to consider and to approve or reject such reports made by such surveyors.

22. The requirements with respect to the making of applications for the classification of vessels during the years 1917, 1918 and 1919 were that all such vessels should be built in accordance with plans approved by Lloyd's Register of Shipping, under the inspection of its surveyor or surveyors in accordance with its rules and regulations, and that the builder of the vessel for which an application for classification was made, should sign the surveyor's final report relating to such vessel together with the surveyor of said Lloyd's Register of Shipping.
23. The procedure was that there should first be an application to classify such vessel; that construction plans should be submitted for approval by the surveyor of the Society in charge of its New York office (subject to supervision and approval by the Society's principal surveyor at London); upon approval of any such plans at New York, the principal surveyor of the Society at New York was required to send one original set of such plans to the London office, to send one set to the surveyor in charge of the work and to retain the third set at the New York office; the surveyor of the Society in charge of the work of construction was required to see that said work was carried out in accordance with the approved plans of which he was furnished with copies in accordance with the general rules and regulations relating to the type of

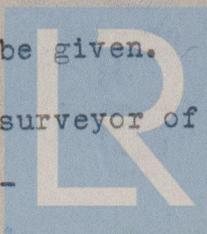


vessel in question; after the work had been completed, the surveyor in charge was required to send a final report upon said work over his signature, and over the signature of the shipbuilding company, together with the temporary certificate of classification which the surveyor was permitted to issue after the completion of the vessel in accordance with the approved plans and to his satisfaction as surveyor, to the New York office; after receipt of said papers at the New York office the same were considered by the New York Committee which was required to adopt a minute or resolution approving or disapproving of the classification of the vessel in accordance with the surveyor's recommendation; all of said papers together with the minute adopted by the New York Committee were then sent to the London Committee for its approval or disapproval; after approval by the London Committee, a final ^{Certificate} survey of class was issued and the vessel was formally^{al} enrolled in the registration list published by the Society.

24. The action taken by the London Committee of Lloyd's Register of Shipping with respect to the acting upon of reports as referred to in said question was taken in the form of a minute or resolution of the London Committee.
25. The records or minutes of the London Committee are recorded in Amer. Class. Bk., also 2 C minutes
26. I was the custodian of these records.
27. I have produced the record book of the London Committee containing the record of the approval of an application for the classification of the wooden auxiliary schooner built at Biloxi, Mississippi, and known as the "Elizabeth Ruth".



28. The records contained therein relating to this matter are minutes of the London Committee adopted on _____.
29. Yes.
30. No, this record is a part of the original records of Lloyd's Register of Shipping and cannot be permitted to leave this office.
31. A true copy of the minute of the London Committee dated _____, 1918, relating to the Schooner "Elizabeth Ruth" is produced by me and delivered to the Commissioner.
32. The surveyor of Lloyd's Register of Shipping appointed to inspect the construction of the "Elizabeth Ruth" was J. M. Buchanan.
33. The duties of said surveyor under the rules and regulations of Lloyd's Register of Shipping were to see that the approved plans were carried out by the building company and to make a final report thereon upon blanks furnished by Lloyd's Register of Shipping.
34. The surveyor was required, under the rules and regulations of Lloyd's Register of Shipping, to make and sign a final report, and to obtain the signature thereof by the building company, and to transmit the same together with his recommendation as to class to the New York office of Lloyd's Register of Shipping.
35. The surveyor was required to make and sign and transmit to the American Committee of Lloyd's Register of Shipping a final building report and his recommendation as to the classification which the vessel should be given.
36. Mr. Buchanan, the surveyor of Lloyd's Register of



of Shipping made a final report and a survey contain-
ing his recommendation as to the class to be granted
the "Elizabeth Ruth" by the London Committee. ^{? certificate}

37. The London office of Lloyd's Register of Shipping
received a final report of Buchanan together with ^{including}
his recommendation that the Schooner "Elizabeth
Ruth" be classed *12A1.

38. Said papers were received by the London office
of Lloyd's Register of Shipping from the ^{new York} American
office on October _____, 1918.

39. The London Committee considered said final report
of Buchanan and his recommendation that the vessel
be classed *12a1, together with the recommendation
of the New York Committee, on October 10th, 1918,
and adopted a minute approving said application and
report, which was as follows:

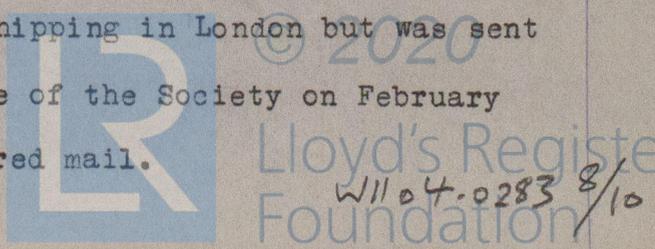
40. The action of the London Committee in approving the
recommendation of the surveyor was influenced by
the statements contained in the report and
recommendation of said Buchanan as surveyor.

41. The action of the London Committee was based upon
the statements contained ⁱⁿ the final report of said
Buchanan, as surveyor.

42. All of the papers previously referred to in my
answer to interrogatory No. 37, were, under the
rules and regulations of Lloyd's Register of
Shipping, required to be submitted to and first
considered by the American Committee and then

submitted to and considered by the London Committee prior to the final approval of said classification.

43. Yes. *(Copy only, not the original)*.
44. Yes.
45. *no but a copy*
Yes, ~~a counterpart~~ of said paper is now in the possession of Lloyd's Register of Shipping at London.
46. *the copy*
~~Said paper~~ is now in the files of the Society. ✓
47. Yes, I have produced said paper. ✓
48. Lloyd's Register of Shipping will not permit said paper to be annexed to the Commission and returned to the United States. ✓
49. I have done so.
50. Yes, the paper so produced is a true copy of the *copy* original and of each and every part thereof. (The *referred to in Aus. No. 45* paper produced by the witness was identified by the Commissioner as Exhibit I and annexed to the Commission). ✓
51. I am not in a position to produce this original document because it was sent to the New York office of Lloyd's Register of Shipping on February 2nd, 1921, pursuant to a cable gram requesting that it be sent for use in Court.
52. +
53. The London office ~~does not have~~ *is not now in possession of* the original.
54. The original paper was sent to the New York office on February 2nd, 1921. I last saw the paper at that time. *I have not seen the paper since.*
55. Said paper after its consideration by the London Committee, was filed as part of the records of Lloyd's Register of Shipping in London but was sent to the New York office of the Society on February 2nd, 1921, by registered mail.



56. Said paper was sent to the New York office on February 2nd, 1921.
57. No.
58. Yes, I have examined Exhibit A annexed to the Commission.
59. Yes, I recognize said paper as a true copy of the report of Buchanan relating to the Schooner "Elizabeth Ruth", referred to in my answer to interrogatory No. 44.
60. The London Committee, relied upon each and every statement contained in said document, in passing upon the application for the classification of said vessel.
61. Yes, I have read the statement referred to.
62. The London Committee would not have approved the classification of the "Elizabeth Ruth" as *12A1 had not said report contained said statement.
63. Yes, I have read the statement referred to.
64. I have produced from the records of Lloyd's Register of Shipping the cross section plans of the hull of the "Elizabeth Ruth" bearing the approval stamp of the Society.
65. Yes, I have examined said plan, and it contains a specification or requirement for the edge bolting of the close ceiling of said vessel.
66. Yes.
67. "Ceiling to be edge bolted from 8" bilge strakes to upper deck; bolts 1" dia. spaced 45" crs. each bolt to take 2½ strakes of ceiling."
68. It would not.
69. They would not.
70. ✓



9. 1/2 Comp.

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71. Yes, S. Innes Preston was in the employ of Lloyd's Register of Shipping at said time, as a surveyor.
72. Yes.
73. It is.
74. The paper marked Exhibit B is a part of the records of Lloyd's Register of Shipping at its London office and is a certificate relating to the "Elizabeth Ruth" and bearing the signature of said Preston.
75. I am familiar with his signature.
76. Yes.
77. The signature affixed to the paper marked Exhibit B is recognized by me as the genuine signature of said Preston.
78. Yes, the original paper identified by me is annexed to the Commission and marked Exhibit B.
79. Said paper was issued by S. Innes Preston in the course of his duties as surveyor to Lloyd's Register of Shipping, and the information or purpose of said paper was to limit the further classification of said vessel by the condition that she should proceed in ballast only to a gulf port of the United States for further examination.
80. Yes, the issuance of said certificate constituted a certification by said surveyor that the "Elizabeth Ruth" was not considered to be in seaworthy condition from that time, for the carrying of dried and perishable cargoes and that the classification of said vessel with Lloyd's Register of Shipping would be continued only for the purpose of permitting her to proceed in ballast to a United States gulf port for further examination.

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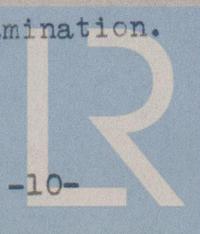
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