

EXHIBIT "C".

LLOYD'S REGISTER OF SHIPPING

810 Hennen Building,

New Orleans, La.

January 16th, 1919.

The Secretary,

New York.

Dear Sir:-

I am in receipt of your letter of the 13th inst., enclosing copy of a letter dated 17th, December from Messrs. Henry Tyrer & Co., to the Secretary, London, respecting the motor Schooner "ELIZABETH RUTH"; in reply, when a man buys a perfectly good water-proof rain coat, takes it home and washes it with a liberal dose of gasoline, is the coat maker to blame if the purchaser complains that the seams have been opened out and the rain coat is not rain-proof? The "ELIZABETH RUTH" is precisely an analogous case. This vessel was carefully built of good materials and well fastened, seams caulked and cemented, and in all respects a good, staunch vessel, she was duly launched - successfully launched, and it was noted that she was unusually tight while being fitted out; she was taken to Mobile, where she was dry docked and repainted, and machinery installed. The Master - a very capable man - and the Engineer - also a capable man - reported, it appears, "most favorably" from time to time on the strength and quality of the materials; they did nothing but their plain duty in so reporting, in my opinion. I also reported favorably on the strength and quality of the materials and workmanship. The owner now proceeded to do what the purchaser of the rain coat did with his new coat, as cited above, he loaded his perfectly good new vessel with caustic soda, not general cargo, as indicated in Messrs. Tyrer's letter, but very particular cargo. This cargo of caustic soda, it appears had been sent in drums to Mobile by rail from some Eastern State, and during transit and in handling, the heads of some of the drums had broken loose, these damaged drums were supposed to have been reconditioned before loading into the vessel, but the re-conditioning was not properly done. The master stated to me that he noticed many of the re-conditioned drums were not tight, the inevitable result was that the caustic soda had got into the bilges, dissolved the oakum, and soaked into the wood, also putting the bilge pumps out of commission.

If the Lever Transportation Co. had told Messrs. Henry Tyrer the truth, the whole truth, and nothing but the truth, I venture to think the latter would not have sent our Secretary their letter of complaint.

I am glad an opportunity has been afforded me to justify the Builders, Master, Engineer and the Society in this matter, and it must be perfectly clear, in view of the above, that a good, sound and staunch vessel has been

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To The Secretary,

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seriously injured through the carelessness, perhaps all unknowingly, of those who had to do with the loading of the vessel.

I am

Yours faithfully,

(Signed) J. M. Buchanan.



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