

room for it as the "Dalmatia" & s
advertised to sail from
Birkenhead on the 17th ulto. But
our troubles did not end here
because further delay was occasioned
by her sailing date being
deferred to the 20th when she
did set out she met with damage
which compelled her to ^{put} back
the result of all the foregoing being
that the new shaft ^{is} not
done at Calcutta until the
26th inst at the very earliest,
whereas the Gorsedd is done
there on the 17th ~~inst~~ and
being in such a unique
position for charterers we
have managed to screw out
of them a rate of freight
which is unprecedented for
years i.e. Calcutta to London
30/- Jute but unfortunately
it is not without power to
them to cancel charter if
she is not ready at Calcutta
by the 31st inst. Now it is

W35686-0023

TELEGRAM ADDRESS, "HURLEY, CARDIFF"

HURLEY, MATTHEWS & CO.
STEAM SHIP OWNERS & BROKERS
COAL EXPORTERS &c.
SCOT'S CODE USED
P.O. TELEPHONE NO 24.

LONDON.
REC'D - 4 DEC 1897
AN3R 7/12/97

Cardiff Dec 3 1897

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The Secretary
Lloyd's Register of
British & Foreign Shipping
2 Whitehall Court
Cannon Hill
London E.C.6.

Dear Sirs. "Gorsedd"
Referring to your
expressed favor of the 20th
July last we beg to say
that great pressure of other
work has prevented our
addressing to this matter
at once, but as soon as we
possibly could we had the new
shaft and nut made
here also passed & stamped
by your surveyor ^{also} here. We
then ~~encountered~~ encountered further
delay in getting a suitable
ship to convey it, we engaged

utterly impossible to have
this excellent charter
if we are bound to ship
this shaft at Calcutta
More Over the detention
from the 17th to the 26th (or
even later if Dalmania
does not arrive to time)
would still further accentuate
our loss; then again the
cost would be much heavier
out there than at home
for these reasons.

With your permission
we propose to instruct
the Captain to get the
shaft & put aboard his
own ship & carry it to
Dumbee & thence to Cardiff
& when here, to dry dock
paint bottom & ship
the said new shaft.

Under the same detention
& Dry Dock Charge we shall
probably fit Bilge Bogs
to the vessel which would also

be too costly and so unsatisfactory
to accomplish in Calcutta
We anticipate that Gorse
will not complete her loading
until Dec^r 31st to January 2nd
so there is very little doubt
if her bringing the new shaft
back with her ~~on~~ but should
any thing unforeseen happen
& the Gorse consequently
have sailed before it
arrives in Calcutta we
propose to give our agents
these instructions to
return it by first available
steamer.

We trust you will, under
the very exceptional
circumstances grant the
permission we ask you

Yours truly

Henry D. Smith & Co.



Lloyd's Register
Foundation

Referred to the Chief Engineer Surveyor

Also for Mr. T. H. T. to make

4/12/97