

TELEPHONE:
NATIONAL 3654-2
KELVIN 3852-3

TELEGRAMS:
NINECAMILE, LONDON.

CODES USED:
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ALL COMMUNICATIONS TO BE ADDRESSED TO THE COMPANY.

HOMPSON, GRAHAM & CO. LTD.

DIRECTORS:
S. M. THOMPSON.
H. P. HAMP.
R. C. HOGG.
N. C. CHAMPNESS.
R. F. HOWELL.
G. C. PARKER.
G. A. CRAWLEY.

*Palmerston House.
51, Bishopsgate,
London, E.C.2.*

IN REPLY PLEASE REFER TO

AND AT LLOYDS

NCC/CEA.

13th October, 1941.

The Clerk to the Classification Committee,
Lloyd's Register of Shipping,
High Close,
Wiltshire Road,
WOKINGHAM. Berks.

Dear Sir,

"Caprera" renamed "Arabutan"

We confirm our telephone conversation in connection with the abovementioned vessel this morning, when we advised you that we have been requested by our correspondents in Rio de Janeiro to obtain insurance quotations in the London Market for this vessel, on Hull and Machinery whilst in the port of Rio de Janeiro undergoing classification repairs, and to follow this risk, twelve months sea going risk insurance whilst trading between South America and U.S.A.

As far as we understand the situation from your Head Office in London, this vessel went ashore in 1932 (at which time she was owned by Lloyd Sabauda Nav.Gen.) as a result of which she lost her class. In 1934 she was bought by Pedro Brandao of Rio de Janeiro, this gentleman having some connection with Lloyd Nacional of Brazil.

Marine Underwriters in London are prepared to quote for both these risks subject to satisfactory information as to the vessel's present condition and warranted that before she goes to sea she will be classified 100 A.1. at Lloyd's.

The point which is causing difficulty is that our correspondents ask for a value of 14,000 Contos which is the equivalent of £287,000 sterling. This, as you will appreciate, is a very high value for a 7800 ton ship built in America in 1917. We have, of course, cabled our agents for satisfactory evidence

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of the value of the Vessel but, naturally, the information from such source cannot in a sense carry as much weight, as evidence of value from a separate source.

We suggest, therefore, that it might be possible to obtain some information from Lloyd's Register as to the amount which has been spent on classification repairs, and if it is possible for you to ascertain this information from the papers already in your possession, then naturally Underwriters would have some independent evidence.

If such information is available from your own files, we would suggest that you write accordingly to the Marine Underwriter, Mr. A.L.Kennedy of The Commercial Union Assurance Co.Ltd. Lloyd's Building, E.C.3. in order that he may provide such information confidentially to the Underwriters concerned in quoting this risk.

On the other hand you may find it necessary to cable to your Surveyor at Rio to obtain such evidence as he is capable of giving in this respect, and again such information could be communicated direct to the Marine Underwriter of the Commercial Union Assce.Co.Ltd.

Naturally, we shall lay before Underwriters any information which we can obtain from our own Agents in this connection.

We shall be pleased to learn from you whether it is possible for you to comply with the suggestions which we have made, when we will advise the Commercial Union Assce.Co.Ltd. accordingly.

Yours faithfully,
THOMPSON GRAHAM & CO.LTD.

J. S. Chambers
Director,
Lloyd's Register
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