

SALVAGE ASSOCIATION, LONDON

OFFICE FOR PACIFIC COAST

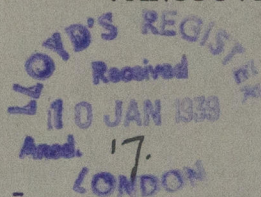
MARINE BUILDING
355 BURNARD STREET

VANCOUVER, B. C.

TELEPHONE: DOUGLAS 2780
CABLES "Wreckage" VANCOUVER

ACTING FOR
BRITISH UNDERWRITERS

YOUR REFERENCE



VANCOUVER B.C.
December 31st, 1938.

Dear Mr. Scott -

SS "QUARRINGTON COURT" Official No. 32279.

This vessel foundered in the Red Sea on December 7th, 1937. On account of the ship having been aground outside of the harbour of Yokohama, Japan, in October of that year, the cargo interests are attempting to claim unseaworthiness of the ship as at the time the cargo she was transporting when she foundered, had been loaded at Calcutta.

You will note by these dates there is a considerable period of time elapsed as between the grounding and the foundering, during which period cargo was discharged from port to port in Japan, and cargo was loaded in Calcutta.

The ship sailed from Yokohama after having been floated, with a Certificate granted by your Mr. McGlashan, and for drydocking at the Owner's convenience, and which was exactly according to my own views and approval.

The case will probably come to a Court trial in New York, probably about April next year, 1939, and as certain questions are being raised in relation to the air pump, circulating pump, main injection valve and the piping connecting this valve to the pump, I am taking the liberty of asking if you will be good enough to have one of your Assistants look up your records and advise me what type of Circulating Pump did the ship have, i.e., centrifugal or of the bucket type, and was the air pump connected to the main engine of the "Edwards" type, or did it have a foot valve?

In relation to the main injection valve, was it of the wedge type or the regular circular type, and what would its diameter be and the diameter of the pipe connecting it to the circulating pump, and presumably this pipe was of cast iron, ^{what} would the approximate length ^{be} and ^{could the} shape of it be given. N.C.W.

As having had charge of the floating operations in Yokohama, the Lawyers representing the owners who are defending the case, are bringing me actively into the situation, and I wish to be assured on these points which I have raised for your consideration.

Lloyd's Register
Foundation

WS07-0101

SALVAGE ASSOCIATION, LONDON, 1719 MARINE BUILDING, VANCOUVER, B.C.

Continuation of letter to Malcolm K. Scott Esq. Dec. 31/38. Re "Quarrington Court"
Sheet No. 2

You will be pleased to know that Mr. McGlashan and myself cooperated very closely during the entire handling of the case, and we both are therefore able to speak on actual facts and not simply on opinions.

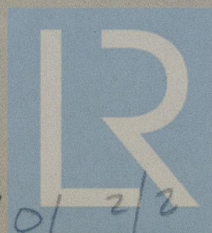
You will please pardon my troubling you in this way, but if you can be good enough to obtain and mail the information to me as promptly as convenient, your courtesy will be very much appreciated by,

Yours faithfully,
SALVAGE ASSOCIATION LONDON.

TCW/GB.

Y. C. Warkman

To: Malcolm K. Scott, Esq.,
Secretary,
Lloyd's Register of Shipping,
71, Fenchurch Street,
LONDON, E.C.3, England.



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Lloyd's Register
Foundation

W507-0101-2/2

Referred to the Chief Surveyors

hms

10.1.39

for the Slacken note



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