

"QUARRINGTON COURT".

A Representative of Messrs. John Holman & Sons, Solicitors for the Owners of this vessel, called at this Office on the 7th instant and interviewed Mr. Sladden in connexion with the recommendation contained in Yokohama Report No. 6233 and Interim Certificate issued in October 1937, to the effect that the class be continued subject to the vessel being examined in drydock at the Owners' convenience, which recommendation was conveyed to the Owners in a letter addressed to them, dated the 12th November 1937.

Messrs. Holman's Representative ^{stated} that this case was shortly coming before the American Courts and that the opposing American Lawyers were attempting to prove that the ship was unseaworthy when she left Calcutta on account of the fact that the Owners had not placed her in drydock for examination as recommended by the Yokohama Surveyors.

Mr. Sladden explained to Messrs. Holman's Representative that whenever a vessel was examined afloat after grounding, with satisfactory results, it was the Committee's practice to continue the vessel's class subject "at the first convenient opportunity" or to further examination in drydock, "at the Owners' convenience," and that this phrase did not imply that the drydocking should take place before the vessel proceeded on another voyage.

Messrs. Holman & Sons have telephoned today and requested that Mr. Sladden will attend at their Office at 10.30 tomorrow morning with a view to swearing an affidavit before the American Lawyers as to the Society's usual practice in cases of this nature.

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10.10.38.

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