

COPY

25th November, 1937.

Messrs. Meldrum & Swinson,
9, Camomile Street,
LONDON, E.C.3.

S.S. "ESSEX MANOR".

Dear Sirs,

Today I received your letter dated 1st inst.
and herewith report on the situation up to date.

Cablegrams exchanged:-

Received 11/9/37. Essex Manor understand proceeding Yokohama in tow in badly damaged condition stop are you in position to look after owners interests repeat Owners interests in connection with stranding case and repairs telegraph. Shippancy.

Sent 11/9/37. Essexmanor in position to look after owners interests provided you obtain consent committee suggest you request our London Office telegraph instructions McGlashan.

Received 16/9/37. Essexmanor sails Muroran sixteenth due Yokohama twentyfirst stop salvage surveyor Warkman due Yokohama twentyfourth per HeianMaru work incollaboration Shippancy.

Received 21/9/37. Essexmanor sailed Muraron nineteenth Committee agrees you act Owners behalf Shippancy.

Sent 22/9/37. Essexmanor expected here friday will act utmost your interest McGlashan.

Sent 27/9/37. Essexmanor beached discharging cargo to facilitate drydocking stop future cablegrams from Cornes to wreckage will keep you fully informed situation working collaboration Warkman - McGlashan.

1/37. Essexmanor bottom renew complete except small section under engines side shell and deck plating damaged twohundred forty shell plates renew fiftythree remove fair numerous deck fittings damaged stop lower part stern frame and stem also rudder mainpiece renew stop boilers displaced tunnel shafting badly up auxiliary machinery damaged main engines appear undamaged Asano drydock provisional tender ninehundred forty thousand Yen onehundred working days includes full repairs restoring vessel as before damage but not cost shafting which unable obtain Japan estimate three new lengths cost here twentyseven thousand Yen stop cost present docking and patching nineteen thousand ninehundred Yen undocking tomorrow expected discharged fourteen days when will hold internal survey to confirm tender McGlashan.

1/37. Wreckage cable to Cornes referring tender Asano dock anticipate reduce seventy five thousand Yen more or less provided liberal cutting and replacing Hull structure stop if satisfy classification requirements do you approve McGlashan.

The vessel was towed into Yokohama Harbour on the evening the 24th September, and beached on the 26th September.

Discharging from the tween decks was commenced on the 27th September, and continued until a suitable draft of 25'-6" was obtained dry docking.

The vessel entered Messrs. Asano Dock Co's No.1 dock at 11.00 A.M. on the 31st October.

Divers were engaged to shore vessel and on the 3rd November, dock was pumped out and I held a survey of the bottom in company with Mr Warkman, Salvage Officer, Captain Peek, Mr Carr, the Chief Engineer, and Mr Nicholas of Lloyd's Register.

Recommendations for repairs were made and a specification including ring shell, rudder, stern frame, stem, Machinery and Deck damages handed to Messrs. Asano Dock Co., who submitted, on the 6th November, a tender of 940,379 Yen, time 100 working days, on the

understanding that it might be necessary for them to revise the tender when the cargo was discharged and an internal examination made of the vessel.

After extensive patching of the bottom was completed the vessel left the dry dock at 9 A.M. on the 7th November. The cargo was completely discharged on the 19th November, midday, and an internal survey made of the holds which revealed that the damage was even more extensive than previously anticipated. This survey was completed next day and a specification given to the Repairers for estimating. A firm tender of 951,652 Yen was received on the 22nd November this being 11,273 Yen more than the provisional tender of 6th November and also did not include 27,000 Yen for shafting.

	Yen
Estimated cost of Permanent repairs	951,652
Estimated cost of repairs to shafting	27,000
Cost of temporary repairs in dry dock	19,900
Cost of repairs to accommodation, auxiliary machinery, towage and transport of equipment ashore to lighten vessel.	2,840
1st Salvage contract	200,000
Cost of towage to Yokohama	33,000
Attendance of salvage vessels & divers' work from 26th September to 20th November	58,389
	<u>1,292,781</u>
Insured value £ 63,000 = say	1,081,000

From these figures you will see that a considerable capital outlay would have been necessary on your part to have had the vessel repaired.



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The final estimate was not cabled to you because there was no material difference from the first estimate of the 6th November and also Captain Peek showed me your cablegram which declared the vessel a constructive total loss.

A specification of repairs is being forwarded to you and the items marked G.A. have been agreed with the Underwriters' Surveyor as lost or damaged through salvage operations.

Mr Warkman returned to Canada on the 20th inst. after arranging with Messrs. Cornes & Co., to obtain tenders for the sale of the vessel.

A debit note for £200 plus expenses is rendered to you in connection with the surveys held. Considerable time was taken up in holding the various surveys, drawing up specification and consulting with the Repairers and Underwriters Representative.

25 visits were made to the vessel.

If you approve this fee please make payment direct to our London Office. No classification fees will be charged in connection with this casualty except 284 Yen 20 sen charged by our Hakodate Office for the survey held at Muroran and this amount will be collected from Messrs. Cornes & Co., Yokohama.

It is unfortunate that the estimated cost of repairs is so high but in my opinion it is a reasonable estimate.

Kindly let me know if you require any further information to enable you to settle with the Underwriters.

Enclosed:- Specification.
Repairers estimate.
Debit note for fees.

Yours faithfully,

A. W. Blashan.

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