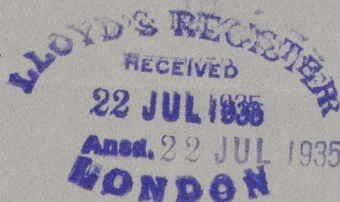


PARKER, GARRETT &amp; CO

DOUGLAS T. GARRETT,  
GEOFFREY W. RUSSELL,  
JOHN G. ARCHIBALD,  
N. CROOM-JOHNSON,  
W. VINCENT RENDEL.Telegraphic Address,  
PARKER GARRETT, LONDON.TELEPHONE NO MANSION HOUSE 5071.  
(6 LINES)

DTG/WMN

*St Michael's Rectory, Cornhill,**London, 20th July 1935*  
E.C.3.

Dear Sir,

"Millpool"

We duly received your letter of the 16th instant with enclosure for which we are much obliged and we note with interest Dr. Montgomerie's comments.

Mr. A.E. Stevenson did state in the course of his cross-examination that the steering gear had been examined two or three months before his survey in October 1931, and although he was not allowed by Mr. Hayward to develop this point we think that the Court will have it in mind.

As regards the second point, we are obliged to Dr. Montgomerie for correcting our reference to the survey of the 21st June 1934. Our reference was that used by Mr. Hayward in his final speech, and although it was not made clear in Court that the two surveys could properly be conducted at the same time and that the items in question were usually examined at one visit, we think that Lord Merrivale's professional assessors will certainly explain this point to him. Mr. Watt, with whom we discussed this point at the time, THE S. L.R. OF S. informed/



-2-

20th July 1935

informed us that he is personally acquainted with these assessors and has great confidence in them.

We are informed by the Board of Trade Solicitors' Department that the findings in this case will be delivered on Tuesday next, the 23rd instant, at 10.0 a.m. at the Institute of Civil Engineers, and we shall of course attend and report in due course to you.

With regard to the case of "La Crescenta", although this will presumably not come on for hearing until October we think that it would be well to press forward with the preparation of the evidence of the Society's surveyors.

In questions put in the House of Commons on the 19th February last (see Lloyd's List of the 20th February) it was suggested that the vessel had had a bad breakdown at sea at the beginning of the previous July; that she was getting very old and was continually breaking down; and that there had been a dispute about the cost of engine repairs at Los Angeles.

We assume that, as in the case of the "Millpool", Dr. Montgomerie will have prepared from the survey reports relating to the whole history of the vessel, a precis which will give some indication of <sup>any</sup> the possible points of criticism.

We hope in due course to obtain from the Board of

THE S. L.R. OF S.

Trade/



30th July 1935

Trade Solicitor a copy of the questions which the Court will be asked to answer, but these have not yet been formulated.

We are,

Yours faithfully,

Parker. Pennington.

The Secretary,  
Lloyd's Register of Shipping,  
71 Fenchurch Street,  
E.C.3.



© 2021

Lloyd's Register  
Foundation



hurd

22 JUL 1935

Spel

Q 718 3/4

800 411 4103

10