

S.S. "HEWITT" ex "PACIFIC".

From Lloyd's Private and Confidential Report for Underwriters only, No.3457, dated 29th April 1921, the following is an excerpt:-

"The following communication has been received with respect to the loss of this vessel:-

"The vessel had her usual cargo of about 8,000 tons of sulphur, and, up to the time of receiving the last wireless message, was having a smooth passage.

"It is, however, known that a large five-masted schooner, the CARROLL A. DEERING, came ashore on the Florida Coast, not far from where the HEWITT was heard from, with all sails set and no crew on board, shortly after the HEWITT was missing, and it is possible that the two vessels were in collision and the crew of the sailing vessel had jumped on board the steamer, thinking that a safer place than their own vessel, and that HEWITT foundered with both crews.

"It could never be ascertained if the schooner had actually been in collision as she broke up and was nearly buried in the sand before the Coastguards were able to make any inspection. 23641 - 28 April (N.B.- The HEWITT, which left Sabine (Texas) on January 20 for Boston (Mass.) with a cargo of Sulphur, was posted missing on March 16.)"

Messrs. Harrington Bigham & Englar, ^{of this city} in a letter dated 27th June last, stated that they were in receipt of a cablegram in the following terms:-

"ASCERTAIN WHETHER OWNERS STEAMER HEWITT EX PACIFIC OR FORMER OWNERS PACIFIC APPLIED LLOYDS FOR FREEBOARD AND IF SO WHAT FREEBOARD ASSIGNED".

It reply, they were informed that:

"It would not be in accordance with the practice of this Society to furnish information respecting a vessel other than that published in Lloyd's Register Book except with the consent of the Owners, and I shall be much obliged if you will kindly let me know whom you represent in the matter and with what object your enquiry is made".

In a letter received by the Secretary of Lloyds, Royal Exchange, which has been sent on to this Society, Messrs. Harrington Bigham & Englar now state that they have communicated with their New York Office, and have been advised that they represent the American Underwriters on the hull and cargo of the "HEWITT", and they presume that in these circumstances the information desired will now be furnished.

In a previous letter, however, they stated that the reply of the Secretary dated 1st July, referred to above, was forwarded to New York without any copy being taken.

It is submitted Messrs. Harrington Bigham & Englar

be furnished with a copy of the ^{Letter}reply of the 1st July last sent to them, and they should be informed that as already pointed out, no information can be given except with the written consent of the actual Owners of the vessel.

ML

BH

19.8.21.

B.



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