

LLOYD'S REPORT.
PRIVATE AND CONFIDENTIAL,
for Underwriters only.

No. 3457.

London, 29th April, 1921.

"KOSSUTH FERENCZ."

The Committee of Lloyd's, on April 27, appointed Mr. A. D. Bateson, K.C., Arbitrator in the case of the *Kossuth Ferencz* which was on fire at Algeciras in February last. 21519—18 April

"WILLDOMINO."

The Committee of Lloyd's on April 27, appointed Mr. Butler Aspinall, K.C., Arbitrator in the case of the *Willdomino*, which was on fire at Ponta Delgada in January last. 16021—19 March

Parties interested in the above cases, who may have in their possession documents which should be submitted to the Arbitrator, are requested to forward them to the Secretary of Lloyd's.

"AMORON."

Mr. A. D. Bateson, K.C., the Arbitrator appointed by the Committee of Lloyd's in the case of the *Amoron*, which stranded near Carthage in March, 1920, has awarded to the Contractors the sum of £12,500. The amount claimed was £15,000. 22890—26 April

Classification in Lloyd's Register.

The General Committee of Lloyd's Register of Shipping, at their Meeting on April 28, came to the following decisions, which will in due course be posted in the Society's Register Book and printed in the Supplements thereto:—

No. in Register Book.	Vessel's Name.	Decision.
51925	<i>Azpeitia</i>	Expunge class with red line.
57576	<i>Etna</i>	Do.
279	<i>Atair</i>	Do.

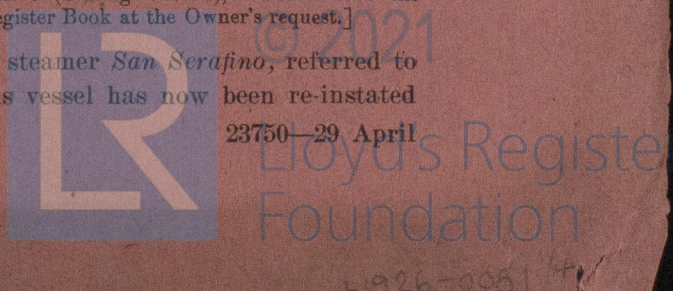
(Yacht Register)

[A Red Line indicates that the Vessel's character was expunged from the Register Book because, from non-compliance with the Society's Rules as regards Surveys, the vessel was not entitled to retain her classification.]

55729	<i>Cynthia</i>	Withdraw class and insert (...).
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[The sign ... in column 7 (Steamers), column 8 (Sailing Vessels), indicates that the Vessel's Class was withdrawn from the Register Book at the Owner's request.]

With regard to the case of the steamer *San Serafino*, referred to on Report No. 3455, the class of this vessel has now been re-instated in the Society's Register Book. 23750—29 April



Coffee for Havre per "PRINS DER NEDERLANDEN."

Lloyd's Acting-Agent at Cape Haytien reports that two parcels of Coffee, consisting of 60 bags and 44 bags respectively, intended for shipment to Havre per *Prins der Nederlanden*, were damaged by seawater on March 21. The former lot went on in the steamer in its damaged state, and the latter was returned to the shipper's store with a view to reconditioning.

23266—27 April

Conditions at Bogota (U.S. Colombia).

Lloyd's Agent at Bogota, writing under date of March 7, calls attention to the inadequate means available for transporting merchandise from the coast to the interior of Colombia. This, however, has under present conditions protected that City and the surrounding towns from becoming congested with goods, thus preventing a fall in market values and creating a permanent demand for fresh goods. On the other hand, the difficulties of Transport Companies, which are practically all British concerns, have led to serious deterioration as regards merchandise stored in the various warehouses along the course of the Magdalena River. The Government and all the public institutions, among them the Comité de Seguros de Bogota, have invested large sums in order to obtain proper means of storage and facilities for forwarding cargo, in which arduous task they have succeeded to a certain extent.

23066—26 April

Congestion of Cargo at Buenos Ayres.

Lloyd's Agents at Buenos Ayres, writing under date of April 1 regarding the congested state of that port, have forwarded a series of photographs, which can be seen in the Secretary's Office, illustrating the large amount of merchandise, including Motor Cars and Machinery, which are lying out in the open spaces about the Customs Houses of the City. Considerable numbers of packages containing goods of all kinds are on the platforms of the Customs deposits, and very serious deterioration appears inevitable owing to the heavy and unusual rainfalls this summer and early autumn, and to damage by rats, etc.

22714—25 April

[See Report No. 3451.]

Iron in Bundles at Santos ex "CHILIER."

A communication, dated April 4, has been received from Lloyd's Agents at Santos relating to 2,116 bundles of Iron discharged from No. 4 hold of the *Chilier*. The iron was not separated from other consignments of a similar kind owing to the marks being indistinguishable, due to rust and damage caused by salt water used in extinguishing the fire, and a Surveyor was appointed to express an opinion as to the condition of the iron in heaps. The Consignees declined to accept the percentage of depreciation so assessed, but it was hoped that a compromise would be come to, as owing to the market being overstocked the iron would fetch an extremely small price at auction.

22786—25 April

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Conditions in Persia.

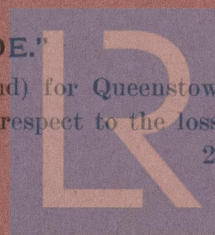
Lloyd's Agent for Tabriz reports, under date of February 25, that by order of the British Consul he has evacuated that place and has established his offices at Teheran. He remarks with respect to surveys that great difficulty is experienced in carrying out the instructions, especially having regard to the question of the delay which sometimes occurs between the landing of the goods and the calling in of his services. Persia is a country where the unexpected suddenly takes place, and it may become imperative for Lloyd's Agent to give advice to merchants to hold their goods back on the inland journey at a given moment, to prevent total loss owing to a sudden rising, or to internal troubles. This has happened of late, and on several occasions he has strongly advised merchants to prevent their consignments from proceeding until the situation was clearer and safer. It is presumed that if the fact is mentioned in certificates that it was in Underwriters' interests that goods were delayed a certain time, claims for damages or even losses will not be in any way compromised. Notice is also drawn to the fact that much pilfering takes place on the steamers before goods are landed. It is done so cleverly that it is impossible for the Agent at sea port to detect the thefts, and it is only when the goods reach destination and are opened that one finds part of the contents missing. A gang of expert thieves appear to be at work somewhere opening and withdrawing goods at leisure. There is no doubt that this state of things cannot be prevented unless very strong pressure is brought to bear on the Steamship Companies and on the various Agents at the sea ports, especially at Bombay. In fact, strong Government action is needed to put a stop to what is worse than highway robbery. 22989—26 April

Merchandise to Brazil per Parcel Post.

Lloyd's Agents at Santos, writing under date of April 5 with regard to a claim for shortage in a postal package from Spain containing silver purses, etc., express the opinion that goods of value should not be despatched to Brazil by parcel post, as during the delays which invariably occur in post offices in that country there is a great likelihood of some of the contents of parcels disappearing. Information from Branch Offices of the Postal Service is very difficult to obtain, and when received is not too reliable, in view of the character of the officials. Lloyd's Agents add that, having been requested on but few occasions to hold surveys on goods arriving by parcel post, they always feel disinclined to carry out such examinations, as the receivers very often are able to get into combination with the post officials, and heavy claims of a fraudulent nature might easily be made. 22687—25 April

"TAYSIDE."

Of Skibbereen, Baltimore (Ireland) for Queenstown, light. A communication has been received with respect to the loss of this vessel in January last. 23203—27 April



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"HEWITT."

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.)



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