



# Lloyd's Register of Shipping,

LLOYD'S REGISTER  
RECEIVED  
29 JAN 1932  
And -4 FEB 1932  
LONDON

17 Battery Place,

New York.

January 16th, 1932.

"S"

Dear Sir:-

S.S. "ALABAMA".

With reference to your letters of the 2nd and 5th instant addressed to Mr. French regarding the above named vessel, I may say that I examined her shortly after her arrival here in March, 1931, for damage stated to have been sustained through encountering heavy weather on March 2nd to March 6th, 1931, while she was on a voyage from Baytown, Texas, to London, England, with a cargo of oil in bulk.

The vessel had already been surveyed at Philadelphia by Mr. George Silleman, representing the Owners, Mr. Thos. H. White, representing the Hull Underwriters, and Mr. J. M. Buchanan, the Society's Surveyor at Philadelphia, and a specification for repairs had been drawn up. These repairs were dealt with and completed under my supervision, and I have to reply as follows to the questions set forth in your letters:-

YOUR LETTER OF THE 2nd JANUARY.

- (1) The slightly buckled deck plating was observed by me, but in my opinion was not of recent origin as the deck angles showed no evidence of fracture and the deck plating no evidence of starting in way of the seams and rivets. This vessel is 28 years old, and this slight buckling could be the natural result of wear and tear. In my experience I have on several occasions seen similar buckling increase and almost disappear owing to different conditions of a vessel being loaded and light, and as no claim for damage in respect of the buckling was made either by the Master or the Owners' Surveyor, I did not consider it of sufficient importance to mention in my Committee Report.
- (2 & 3) The statement dated the 7th October, 1931, was drawn up as the result of a conference between Messrs. Silleman, White and myself, and as we were all in agreement on the facts, the same was signed jointly.

With regard to this statement being issued without the knowledge or consent of the Owners, I can only say that

Cont'd:

Mr. Silleman informed me that he represented the Owners, and as I knew him to be a responsible Official of the Standard Oil Company of New Jersey, whose ramifications are extensive, I accepted his statement as representing the views of the Owners.

I very much regret that I did not personally consult Mr. French at the time and that I did not arrange for a copy to be put through the usual channels. This was an inadvertence but I thought the statement was more in the nature of a letter to the Owners or Adjusters.

No communications took place between us other than verbal or by telephone.

YOUR LETTER OF THE 5th JANUARY.

*Not answered*

Replying to your inquiries I cannot say that any particular individual made either of the statements referred to, but we were all together on several occasions during the survey. The Captain may have been misunderstood on account of his lack of knowledge of the English language, but it was clearly understood between the English speaking individuals that no claim was being made for the wavy deck plating as part of the damage at the time.

I much regret that the case should have given so much trouble, but I respectfully submit that my actions were entirely in good faith, and from a perusal of the documents enclosed with your letters I believe that the damage increased during the eastward voyage, which probably accounts for the condition found at Manchester.

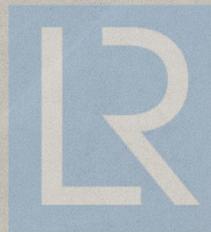
I am, Dear Sir,

Yours faithfully,

*Geo. H. Richardson*

The Secretary,

LONDON.



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Lloyd's Register  
Foundation

For the Chief Surveyors

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29/1/32

For Mr Carey  
to note

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