

第一節 貨物落水

During discharging operation	當卸貨作業之中
Overboard	落於船外水中
Shortly afterward	隨後不久
Was shown to經出示予.....

第二節 貨物短少(或 超卸 多裝) 之爭執

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We inform you that while we were loading 750 bales wood pulp Seattle/Moji, account of Messrs. "ABC" & Co. covered by Bs/L No.8, our checker at ship's side checked 740 bales, i.e. 10 bales short and claims that his tally is correct. You will see by the tally sheets that this shipment was duly checked by the ship's checker as 740 bales.

The shipper insists that the total quantity be (~~was~~) loaded aboard; their records show that 750 bales left the plant, and their checker at ship's side also show this.

Concerning this dispute, we did not wish to start a controversy with the shipper. So after due negotiations with Mr.ABC, Agents representative, he promised us to give the shipper a Clean Bills of Lading if the circumstances make it necessary, upon acceptance of Letter of Indemnity from the shipper and to inform you immediately.

At first they declined to agree to this, but we eventually succeeded in persuading them to do so, on condition that we would give our special attention to the above and make a careful check at the destination.

We trust this information will serve to explain the matter clear to you.

Voy, No.10 Homeward	第 10 航次歸航
Seattle/Kobe	自西雅圖歸航神戶
Checker	理貨員
To check	查對
i.e. 10 bales short (i.e. = that is)	即短少 10 包
Tally	理貨員
Tally sheet	理貨紀錄表
Shipper	託運人
Their record show -----	他們的紀錄顯示----
To leave the plant	工廠出貨
Concerning this dispute	關於此項爭論
After due negotiations	經洽談協商後
If the circumstances make it necessary	若情況使事態有必要時
Upon acceptance of	在受理後
Declined to agree	拒絕同意
Eventually succeeded in	終於成功的
In persuading them to do so	說服(勸說) 他們如此做
On condition that	在那條件下
Make a careful check at the destination	在目的港(卸貨港)做仔細核對
To explain the matter	對此事件說明
Letter of indemnity	損害賠償書

We inform you that the above goods were (~~was~~) over carried at your port.
Would you please send it to the destination by the earliest convenience?

Voy. 26 outward	第 26 航次出航
Short landed	短卸
The above goods	上列所記貨物
Destination	目的地
By the earliest (earliest) convenience	得便儘早
Cotton sheeting	木棉布

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Re: One package overloaded at Nagoya Voy: No.10 Outward

At the time of loading at Nagoya present voyage, on 17th Sept. One case merchandise marked probably "ABC" was reported to have been overloaded and mixed into Seattle Cargo, about which, we believe, you have already been informed by the Nagoya people.

In view of this, we would appreciate it very much, if you would kindly instruct your dock office or those in charge of Checking Cargo to be careful in checking over the cargo discharged, and in case it outturns at yours. Please arrange to inform the Nagoya Branch and us accordingly.

Yours very truly,

Merchandise overloaded	多載商品
Reported to have been mixed into	貨物已被混淆裝入之報告
About which	就此而言
You have already been informed	早已得到報告
The Nagoya people	名古屋分公司人員
In view of this	由這事件看來
Instruct	指示
	碼頭事務所
Those in charge of checking cargo	貨物檢數負責人員
In case it outturns	若其被找出來時
Per our homeward voyage	就本輪歸航之際
According	適宜的

第三節 卸貨港或運送路線之變更

Diversion of Hosiery Goods marked "ABC"
Antwerp / Yokohama, B/L No. 70

We confirm our telephone conversation with you this afternoon through Mr. CCC, Wharf director (碼頭主任), when you informed us that the above mentioned parcel originally shipped from Antwerp for discharge at Yokohama is to be diverted to Kobe delivery in compliance with the shipper's request, if it is practicable.

The parcels in question being stowed into Hatch No.2 and No. 5 Tween Decks and upon our immediate examination of the stowage, the progress of the stowage so far permits us to accept the shipper's request by shifting some other cargo here. We hope you will issue the Bill of Lading for this lot for Kobe discharge on receipt of shipper's Letter of Guarantee against probable shortage or breakage in outturn at Kobe.

We trust that our special attention will be given to meet shipper's wishes satisfactorily at the port of discharge.

Telephone conversation	電話洽談
Is to be diverted	變更
In compliance with	依從
The shipper's request	託運人之要求
If it is practicable	若可實行的
Shifting	調換
Issue	頒發 發行
Shipper's letter of Guarantee	託運人之保證書
On receipt of	受領到
Probable shortage	可能短少
Breakage	破損
In outturn	在卸貨時
At the port of discharge	在卸貨港

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Diversion of 70 cases Japanese Green Tea
Shimizu / New York, Bs/L No. 76 to Overland.

We inform you the after we sailed from Yokohama on 30th dec. 1986, we received a radio message from our Shimizu Agents, Messrs, & Co., requesting us to divert the above-mentioned parcel from Inter-coastal movement to overland railway, and to rectify the ship's paper accordingly. We duly corrected ship's Manifest to include this diverted green tea shipment for overland railway carriage.

Although we understand that you had already been informed of the matter directly by Shimizu Agents, we wish you would kindly see that these instructions are carried out in accordance with our Agents' request.

We thank you in advance for your usual kind attention to this matter.

Very truly yours,

Diversion	變更
Requesting us to divert	要求本輪變更.....
From inter-coastal movement	從沿岸航行
To overland railway	經由陸路鐵道

Rectify the ship's paper	訂正船上之貨載文件
Manifest	艙單
Have been informed of ~ directly by	已由.....直接通知
These instruction	此等指示
Carried out	執行
In accordance with	依照 遵從
The foregoing	上述事件

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第四節 船上發現漏卸貨物 (致代理行)

Re: One case cotton flannel, marked "ABC" shipped at Singapore for yours, Bs/L No.8

We inform you that above mentioned package was found on board at Antwerp, notwithstanding discharge at yours. We were sure that you received all the parcels corresponding exactly in number and mark to the Manifest of our present voyage.

The said package in distinctly port marked as "Marseilles"; there is no question that is destined to yours, so we will deliver it to you on our homeward call.

In view to the above, it would appear that you have got one package in excess or another package destined to another port.

We shall appreciate it if you would kindly make a close investigation as to the above and inform us accordingly.

Yours faithfully,

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Was found on board	在船內發現
Notwithstanding discharge at yours	雖然在貴地下卸
Corresponding exactly	正確一致
In number and mark	於數量及標記方面
Manifest	艙單
Be distinctly port marked as “_____”	港口標記清楚的為.....
Be destined to yours	目的地為貴地
On our homeward call	再回航經貴港時
Make a close investigation	予以密切查核
As to the above	關於上述事件

(致公司經理)

The manager,
Globe steamship,
London,

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Dear Sir,

Oil stained Wool Bales shipped at Port Said,
Voy. No. 14 Home

We enclosed a copy of my letter addressed to Messrs. ma & Co. Ltd., our agents, at Port Said concerning the above subject, which is self-explanatory.

According to your instructions we received from you at London with respect to the oil stained damage sustained before shipment at Port Said, we paid special attention to this shipment prior to its being loaded on the present voyage.

In this connection, I have had unpleasant experience with Agents representatives at this port in conjunction with the carrying out of our company's business on board, presumably they're taking advantage of our exceedingly limited stay at Port Said.

I shall be glad if you would taking this matter up with Port Said Agents and warn them to avoid further repetition of this sort in further.

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We enclosed	茲附寄致.....
Self-explanatory	為本身釋明
According to your instruction	依據閣下指示
The oil stained damage	油污染之損傷
Prior to	優先於.....
In this connection	就此事而論
Unpleasant experience	不愉快之經驗
The carrying out	實施
Taking advantage of	佔到便宜
Exceedingly limited stay	極度的限定停泊
To have an opportunity	有機會
To take this matter up with	與....討論此事
Warn	警告
To avoid further repetition	避免再重現
Of this sort	此種
In further	將來

Greasy Wool shipped at Port Said, Voy No. 14 Homeward.

Concerning the above-mentioned(~~above mentioned~~) parcel, please refer to our letter No.190 addressed to you from Suez, dated 23rd, July.

I wish to bring to your notice that on arrival at Kobe, I have received verbal complaints as to the oil stained bales of the above mentioned shipments from the consignee's representatives who attended the discharge of the cargo.

Survey will be held if the development of the matter makes it necessary.

I put the matter in the hands of the Kobe office, our representatives and requested their cooperation to make every possible effort for a settlement in the interest of all persons concerned.

We trust that in the event of further developments we will inform you accordingly.

Yours faithfully,

Master of M.V. EVER DEVOTE

Refer to	參照
On arrival at Kobe	到達神戸時
Verbal complaints	口頭抗議
The above mentioned shipment	上述所裝貨物
Consignee's representative	受貨人代表
Attended	出席 親臨
Survey	鑑定
The development of	依....經過之發展
Put ~ in the hand of	委託.....於之手
Requested their cooperation	請求其協力合作
Every possible effort	儘一切可能之努力
For a settlement in the interests of	謀求...利益之解決途徑
All persons concerned	全體有關人員
Further development	今後發展

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第六節 回覆查詢函件 (致公司經理)

The manager,
Globe steamship,
London,

Dear sir,

Your letter of inquiry of yesterday's date has come to me from which I understand that complaints were lodged against us with respect to.

This is having our best attention and a personal inquiry and through investigation will be made as soon as possible.

We hope to give you my reply shortly.

Yours very truly,

Has come to me
Complaints were lodged

拜受
提出控訴

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A personal enquiry
Thorough investigation
Shortly

親自調查
完全查明出來
近期內

第七節 更正可供裝貨之艙間 (致 Agent 經理)

The manager,
Agents, N.N.K.
Macassar

Dear Sir,

We sent you my letter No. 19 to your clerk when we finished shipment just before noon. In the letter I wrote by mistake the available space 150 tons which I missed to deduct for Batavia allotment(分配) 20 tons.

Please revise as follows:

“130 tons space available including for Colombo after discharging 30 tons transship cargo.”

I thank you for your kind arrangements in advance.

Your faithfully,

Available space
Your clerk
Just before noon
By mistake
Missed to deduct
Allotment
Revise
After discharging
Your kind arrangements
In advance

可供裝貨之艙間
貴公司事務員
正值中午
誤認為
遺漏扣除
分配
訂正
卸貨後
閣下妥善之安排
事前

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第八節 函詢可供裝載能量 (致船長)

The commander,
M.V. “EVER DEVOTE”
In port,

Dear Sir,

We enclosed the Cargo List; in addition to this, we have further applications. Please keep us informed whether or not you can accept any further cargo. Page 61

In the event of your being able to accommodate even a small quantity. Please Tell us definitely and we will arrange to send you the required shipments.

Your faithfully

We enclosed
In addition to this
Further applications
Keep us informed
Accommodate
Even a small quantity
Definitely

茲附寄
更加 另外
更進一步的申請
繼續通知我們
收容 容納
即使僅極少量
明確地

The required shipment

所需裝載之貨物

第九節 覆函可供裝貨艙間（致代理行）

Messrs, Ma & Co. Ltd.,
Agent, Globe steamship,
Manila

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Dear Sirs,

I have received your letter of ever date together with Cargo List for which I offer many thanks.

I understand that cargo booked in the Cargo List is all the steamer can taken in, but, for the additional quantity I am in doubt whether or not I am able to accommodate it at present.

I will let you know the exact available space after I have taken in half of the cargo mentioned in your Cargo List.

Your faithfully,

Letter of ever date

與發信的同一天

The cargo booked in

已登錄之貨物

I am in doubt

我在懷疑

All the steamer can take in

本船可全部收納下來

At present

目前

Whether or not

是否

Accommodate

收容 容納

I will let you know

我將告知你

The exact available

正確可供裝貨之空間

Half of the cargo

貨物的一半

The Manager,
Globe steamship,
Portland, Org.

Dear Sir,

Shipment of Motor Truck.

We have received your letter of May10th, regarding the above, content of which we have learned.

We understand that you intend to ship one uncreated motor truck per our present voyage.

We are agreeable to accept it for shipment in this manner, entirely at owner's risk of loss any damage which might be suffered because of its being uncreated or unprotected.

We note the shipper that we may have the option of loading this car on deck or below deck according to the existing cargo condition of the steamer.

Under the present situation of our loading cargo. We except the least possibility of accommodating this motor truck under the deck. Therefore, kindly arrange to secure to the Letter of Guarantee from the shipper by the provision that the car may be carried on or under deck at ship's option. The ship will not entertain any liability or responsibility to the loss or damage to the car, which might occur during the transit.

You may be sure, however, that we will take all possible precautions to protect it from damage en route and when loading and discharging.

Please instruct the people making the delivery of this car to remove from the car all gasoline, oil and water after the car has been placed at the designated place of the deck.

Your prompt attention to this matter will be appreciated.

Your very truly,

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.....which we have learned

Uncreated motor truck

We are agreeable to accept

Entirely

At owner's risk

The option

Existing condition

We expect the least possibility

Provision

To entertain any liability or responsibility

During the transit

You may be sure

At the designated place

The delivery

To remove from the car all gasoline

(大函) 已經閱讀

未完成整備之之自動車

我們同意接受

完全的

貨主負擔危險責任

選擇

現況

期望最少的可能性

規定

接受任何責任

在運輸過程中

閣下可以安心

在指定之場所

交付

將車內汽油全部取出

The Manager,
Agent, Globe steamship,
Singapore

May,14.,1999

Dear Sir,

Re: Live Elephants

I thank you for your letter dated the 2nd of this month, regarding the shipment of the above cargo.

In reply, we can accept it on the upper deck of my steam.

Please note and arrange with your goodness.

Yours very truly,

Live elephants
The above cargo
In reply
Arrange with your goodness

活的象
上列貨物
特此作覆
請閣下作最好安排

(致公司經理)

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The Manager,
Globe steamship,
Seattle, Wash.

May,14.,1999

Dear Sir,

Sixty Live Foxes Vancouver / Yokohama.
Voy. No. 19 Homeward

We confirm our conversation of last night with you that we are to take sixty live foxes for shipment to Yokohama from Vancouver, for which booking, we understand, you have been authorized and arranged in accordance with the Head Office letter, Freight Dept., file Y-150, dated Sept. 18th 1999.

The terms, we understand are that the necessary shed is to be built on deck to our satisfaction and feed an attendance to be arranged by the shipper and the animals to be carried at owner's risk. And also reasonable charge for gratuity is to be arranged on your side in case the crew of our ship is asked to care for those animals.

Very truly yours,

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Booking
Have been authorized
In accordance with
Freight dept.
The necessary shed
To our satisfaction
Feed
Reasonable charge for gratuity
To care for

貨物之承運
獲得授權
依從 依據
貨物運輸部
必要的小畜舍
到達我們的滿意程度
供給飼料
適當的小費
照應 照顧

The Manager,
Globe steamship,
London

May,14.,1999

Dear Sir,

Re: Temperature of the Refrigerator Chamber
For shipment of Bananas

In reply to your letter dated 23rd inst., in regard to the temperature for the shipment of above cargo in our refrigerator chambers. We wish to reply that we will do our utmost endeavors to keep the temperature as near 40 F, as possible, but our many years' experiences show that the temperature of the refrigerator inevitably varies from 39° to 45° Fahrenheit (Fahr.) According to the circumstances during the voyage.

Please be assured that our continuous attention will be given to the maintenance of the required uniform temperature as far as possible in accordance with the shipper's requests.

We trust this will prove satisfactory to the shipper and we hope you will book this shipment.

Yours faithfully,

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Refrigerator chamber	冷藏室
To do our utmost endeavors	盡最大努力
Temperature	溫度
Inevitably	不可避免的 必然的
Vary	變化
Continuous attention	不斷的注意
Maintenance	維持
Uniform	一定的
Book this shipment	攬載此項貨物

第十三節 氨姆尼亞貨外溢之爭議 Ammonia Spill

Mr. A.P.Stanley
W.R. Grace & Company,
Agricultural Chemical Group,
100 N main street., Memphis,
Tennessee 9883

May 14,2000

Dear Sir,

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During completion of discharging the Ammonia Cargo in Wilmington N.C. on Aug. 13th, 1999. There was on Ammonia spill during disconnection of the cargo hose.

The crossover valve and the ball valve at the end of the cargo hose were closed.

The shore crews disconnection the hose partially and Ammonia started to leak from the disconnection.

The Chief Mate observed from the deck of the ship that the shore fill valve was possibly not fully closed. He suggest to check this valve position and it was found to be partially open, upon closing this valve, the Ammonia stopped leaking.

The ship valves were properly functioning and were secured so no Ammonia leaked from the shipside.

Since this action was attribute to the shore connection crew, a report was not filed.

Very truly yours,

第十四節 補償延滯船期通知書 Notice of Demurrage

Maryland, Import Co.,
Portland, Maine.

Date: 23rd,May.,2000
Port: Portland

Gentleman:

This will serve to remind you that the M.V. "EVER DEVOTE" now discharging paper pulp at the "State pier", will have reached at the end of her stipulated lay days tomorrow at "10:00 A.M."

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In accordance with charter party, demurrage will commence at that time and continue until the vessel is wholly discharged, and will be in sum of U.S.\$777.00 per day, or a fraction thereof, dating from the time demurrage stated.

It is expected that you will pay the above mentioned sum daily as long as the vessel remains on demurrage, I shall call at your office at 3:00 P.M. each day to receive payment.

Very truly yours,

Name of Charterers or their Agents

Date: 23rd May 2000

Port: Kaohsiung

Re: M.V. "Name of the ship"

Dear Sir,

On the basis of this vessel lifting approximately 400 tons of cargo at Tokyo, we estimate that Charterers/Shippers will commence incur demurrage from approximately 15 hours tomorrow, the ____th instant.

Commencement time for demurrage will, of course, depend on actual cargo loaded, less any delay deductible in accordance with the charter party for this vessel.

Please acknowledge receipt of this demurrage notification.

c.c.

Your faithfully,

第十五節 裝卸期限報告書

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Laydays Statement

S.S. Nippon Marw

Date: April 7,2000

Port: Mobile Alabama

Charter party date Feb. 2nd, 1985 between AB Kaiun K.K. and Chilean Nitrate Sales Corp.

Quantity of Cargo: 10,500 Long Tons of Nitrate of Soda in Bulk.

Rate of discharge: 1,000 Long Tons per WWD/SHEX

Laytime Allowed: 10D-01H-12M

Arrived in port :	1400 April 1, 1985
Pratique Granted	1500 April 1, 1985
Notice of readiness given :	1500 April 1, 1985
Notice of readiness Accepted :	1500 April 1, 1985
Laytime commenced :	1500 April 2, 1985
Shifted to discharging berth :	0700 April 5,1985
Commenced discharging :	1000 April 5,1985
Finished discharging :	0400 April 7,1985

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Date	Laytime used		
	D	H	M
April 2 Wed.	0-----	09-----	00
3 Thu.	1-----	00-----	00
4 Fri.	1-----	00-----	00
Total Laytime used	3-----	09-----	00
Laytime Allowed	10-----	10-----	12
Laytime Saved	7-----	01-----	12

Chilean Nitrate Sales Corp.

Manager

Master of M.V."EVER DEVOTE"

第十六節 裝卸貨準備完成通知書

Notice of Readiness

Date: 23 May 2000

Port: Kaohisung

Notice of Readiness

Messrs,

M.V. "EVER DEVOTE"

Dear Sir,

I, master of the above vessel, herewith beg to notify you that the said vessel arrived at the port of _____ at _____ hours on 20____, and is now in all respects to commence loading /discharging her cargo in accordance with the terms and conditions of the charter party.

Kindly acknowledge the notice.

Yours very truly

Master of M.V.EVER DEBVOE

The Notice of Readiness tendered at _____ hours on _____

The Notice of Readiness accepted at _____ hours on _____

as Charterer

Cargo Work : Example

1. I wish to confirm the conversation I had with your representative, Mr. MA wen chung, regarding the accident which occurred last night at about 11:00 clock during discharging cargo at No. 4 Hatch of my command, in which one case slipped off the sling and disappeared, probably lost.
2. Neither mark nor contents of the said case is known at present. The accident was immediately brought to the notice of wharfinger and Chief Stevedore, who accepted responsibility for it
3. It is obvious that the accident was solely due to the fault on part of the Stevedores, and the Chief Stevedores on board admitted the responsibility for it.
4. The case of Fancy Goods in question was badly crushed and was returned to Dock Shed.
5. Time did not permit of our telephoning you before sailing and after due consultation with the representative of the Stevedoring Co. and dock office clerk. We decided to agree with the stevedore's request to allow the automobile to go forward as billed, with repairs to be made at destination, instead of discharging here, and the stevedoring Co will adjust cost of repairs.
6. We wish to inform you that, as you are aware we arrived here 40 hours behind the scheduled time on account of severe N.E. Monsoon gale we encountered en route from Singapore. We were pressed to complete the discharge of a large volume of cargo in the limited time at our disposal.

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7. With reference to your letter of the 1st May, regarding the above shortage at your end, we regret to inform you that none of this package has been found on board after the completion of discharging all cargoes.
8. We shall be glad if you will kindly make a close search at yours for the above cargo short-landed here and reship the same to us, if found, by the first available steamer.
9. In view of this, we shall be much pleased if you would kindly request your checkers to have a careful tally taken of them when being landed from the barges or at time of delivery in order to avoid any shortage trouble.
10. As you are aware, although the parcel which was landed at Naples, is marked "DEF", it is indistinguishable from the above, and the probability is that the 5 cases in question were mixed in the parcel destined Marseilles.
11. We enclosed for your further reference, my letter of even date to Messrs....& Co., which is self-explanatory.
12. If those cases turned out. Please sent them to Kobe to complete the shipment, duly informing us so that we can tell there interested accordingly.
13. Needless to say, full freight will be charged and B/L issued and clauses as under.
14. We learned from some firms transacting this line of business that the shipping of such goods should be avoided during hot season as far as possible.

15. While commending the matter to your kind attention we would ask you kindly to make better mutual arrangement for future shipment of this sort so as to avoid any repetition of the trouble.
16. Owing to the fact that extremely cold weather had prevailed in this locality accompanied by heavy snowfall and much ice, before our arrival here, this pulp had frozen, and also had done a part of the baled pulp, which was stowed in the Shed.

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17. We have been told that similar occurrences were recently experienced on the other ship, and seeing actual condition of melting of this commodity in the ship's Hold. We are under the impression that in the present condition of nature of the contents and method of packing, it seems difficult for us to prevent a recurrence of damage unless the packing thereof be improved.
18. These being the circumstances, we shall appreciate it very much if you would pass on this information to the shipper on your side and inform him to improve the packing of this merchandise in future, particularly during the hot season.
19. We inform you that on 10th inst. We were in receipt of wireless telegram from Nagoya office instructing us that the above mentioned goods were to be discharged at Seattle, although originally shipped on board to be discharged at Vancouver, and requesting us to make necessary correction in the ship's documents.
20. As they wanted to complete the shipment we requested the Chief Tally-man to check the number of the stained bales so as to be noted on the Mate's Receipt while the same being taken into the ship's hold, to which they agreed.
21. Ship's officer who was in charge of the loading reported to me that not less than 20 bales were seriously stained apparently by grease.
22. I request you, please, note the actual situation and circumstances as mentioned above for your reference in case the shipment turns out unsatisfactory to the consignees at the port of discharge.
23. As a result of negotiation with Yokohama office people and representative of Messrs. "ABC" & Co. to whom we explained our inability to allow any such compensation in view of nature of the shipment. Also that the schedule of this line must be strictly adhered to by requirement of the Government, we eventually succeeded in prevailing upon them to discharge the shipment through the night.
24. Until our sailing for Yokohama the matter had not yet been straightened out, pending future settlement, and judging from the conversation we had with the representative of Messrs. "ABC" & Co. We understand that their future agreement in this connection appeared almost next to impossible.
25. Under the circumstances, we request you to take the aforesaid situation into your consideration in your future booking of this commodity. On our part, there is no alternative other than to arrange the stowage of the same so that we may discharge it during the daytime, and therefore, your early and full information as to loading cargo on your side will be appreciated.
26. In the event of your being able to accommodate only a small quantity, please inform us definitely and we shall arrange to send you the required shipments.

27. We did not, however, get a reply accepting the cargo until after 3:00 P.M. yesterday when it was late for shippers to get their cargoes ready.
28. Unfortunately, the spray was carried aft by the prevailing wind and fell on the uncovered hold of the barge, presumably doing slight damage to the cargo therein contained which had been discharged from our ship.
29. Please note the above and send your representative in Company with the Surveyor to attend the survey at the time of discharge and duly inform us accordingly as to its outrun.
30. On discharging cargo at this port the following shipments stowed in the No.1 Lower Tween deck space turned out in wet condition.
31. For particulars please refer to the attached Sea Protest and Survey Report, which will be sent to you direct by Surveyor.
32. He gave me several suggestions and granted Certificate for the further voyage in the present condition and stowage of the shipment; he will send Survey Report of which to you direct in a few days.
33. I should like to get it before we arrive at Liverpool, therefore, could you please mail tow copies of it to me through Marseilles Agent at your earliest opportunity?
34. We encountered a terrible hurricane on the voyage from Hongkong to Singapore and the ship laboured straining violently on high sea, shipping much water on fore and after decks, for particulars of which please refer to our Sea Protest noted at Singapore.
35. We regret, however, to tell you that snow started falling before we commenced loading cargo and continued while we were loading throughout the day until we finished which shipment.
36. We had dispute with the shipper as to the number of cases taken on board while Loading here.
37. Consequently, the relative Mate's Receipt bears the mark: "Nine tins short in dispute, if on board must be delivered."
38. In reply to your letter dated, the 1st April, we enclosed an extract copy of Engineer's Log, showing temperatures of the ship's chamber en route.
39. We assure you that it was necessary for us to force the loading work in spite of the prevailing rainfall in order to keep scheduled sailing.
40. We should like to take this opportunity of expressing our appreciation for your dock officer for their splendid co-operation and utmost attention to the loading of these shipments under most unfavourable and entirely unexpected weather condition.
41. Every possible means was taken to protect the cargo: hatch tents were properly put up over the respective hatches and loads on small cars in transit from Shed to ship's side were covered with Canvas sheets whenever necessary.

42. From the foregoing, we believe that you will full understand our present situation. And we shall appreciate it very much if you will kindly inform the Head office and the Branch offices at the ports of discharge with a view to affording them necessary information in dealing with the matter with the consignees.
43. According to your loading instructions which we received this morning, we understand that a large quantity of Sulphate(=sulfate) of Ammonia will be shipped in bulk at Middlesbrough and also 2,000 tons of Bunker Coal in the permanent Bunker Hatch.
44. My opinion, therefore, is that above parcels might have been mixed with each other in the barges or at the times of landing from the barges causing difficulty for separate delivery with result of shortage as stated in your letter.
45. Meantime, we shall be pleased if you will instruct all concerned that careful check be made at the time of delivery.
46. Consequently, we are of opinion that they might have been mixed in the warehouse in the manner as described above at time of discharge or delivery.
47. This is the whole information we can afford you on the matter, and, under these circumstances we have no alternative but to decline our responsibility in this connection.
48. Please have the above mentioned cargo assorted carefully when you land them from the barges.
49. Please wire to Kobe as follow:
"100 tons space available including for Shimizu After discharging 30 tons transship cargo."
50. We regret our inability to throw any further light on the matter.
51. After discharged in the shed, I inspected the alleged damage of the parcel and found that the damage is not of a serious nature as stated in your letter, but materially infinitesimal, which please take note.
52. Although we do not possess the Survey Report of the original port of shipment. We believe that Capt. Walter, our Cargo Surveyor who attended us at the time of discharging cargo, will have the full knowledge on the matter and will be able to produce necessary evidence as to the actual stowage of the said cargo.

