



LLOYDS REGISTER,  
LONDON.

7, Whitehall Gardens, S.W.  
11th May 1910.

REC<sup>d</sup> 12 MAY 1910

ANS<sup>d</sup> 17

*Ackd 12/5/10*

*In Gle 13/5/10*

Dear Sir,

s.s. "Waratah" O.N. 125741.

The Board of Trade have ordered a Formal Investigation to be held into the circumstances attending the loss of this vessel.

She is said to have been built in accordance with Lloyd's Rules for the 100 A.1. spar-decked steam vessels with freeboard, by Messrs Barclay Curle & Co., at Whiteinch, Glasgow, in 1908. The rules for spar-decked steam vessels which were in force at the time the ship was constructed are apparently set out at pages 105 and 106 of Lloyd's Rules and Regulations 1908-1909 and I should feel much obliged if you would kindly ask the Committee of Lloyd's Register to favour me with a statement from their Surveyor who supervised the construction of the ship on their behalf as to whether in all details the rules were strictly complied with in her case, if not in what respects they were departed from, whether such departures, if any, were approved of by the Committee of Lloyd's and as to the class assigned to her when finally constructed.

Suggestions have been thrown out in the Press (1) that the vessel was of an extraordinary design and was built as an experiment (2) that she was

The Secretary,  
Lloyd's Register of British &  
Foreign Shipping,  
71, Fenchurch Street, E.C.



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notoriously crank and (3) that on her return from her first voyage the question of removing her top deck was raised. It was not done.

I should feel much obliged if the Committee of Lloyds would favour me with any information which may be in their possession upon the above mentioned points and particularly as to whether any complaints or reports had reached them before the ship was overdue or missing as to her behaviour at sea, and as to whether she was top heavy and if so what action, if any, was taken.

*MS.*  
I am, Dear Sir,

Yours truly

*W. M. C. Cunliffe*

Solicitor,  
Board of Trade.



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Referred to the Chief Ship Surveyor  
and the Chief Engineer Surveyor.

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MAY 12 1910

Mr. Redman

to note

W. J. M. J.

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