

ed, nine mi
by, Au
orough
in the
stage
d when
disappe
Heads
South I
ng, sig
comme
He
ast sig
He
de, bu
ords w
ige"
recom
and t
black
they
The B
id bat
seas
y, Aug
git be
e stea
n her
dney
e are
ew of
at.
the v
uring
possib
n Ly
dea
Aus
ound
cargo
Excha



LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

4 Bridge Street, Sydney, N.S.W.

2nd October, 1956.

10/10

REFERENCE

REF/DLA

BY AIR MAIL.

Classn. (S)

RECEIVED

8 - OCT 1956

30

The Secretary,
LONDON.

Dear Sir,

Steamer "BIRCHGROVE PARK"

Your letter of the 24th ult. has been received and I confirm cablegram sent on the 25th ult. in reply to yours as per copy attached.

Mr. J.S. Irvine, the Surveyor whose report No. 29236 is in your hands, has stated that the thickness of the rudder coupling flanges was found reduced to average thickness of one and a quarter inches, partly by general corrosion but mainly by repeated machining of the coupling faces over the years of the Ship's life.

A preliminary inquiry into the loss of this ship was held by the Maritime Services Board of New South Wales and it has been learned from the Solicitors appointed to act on the Society's behalf that there has been no evidence or suggestion of rudder or steering gear failure.

It is understood that the most important result of the preliminary inquiry is doubt as to whether the closing appliances of hatchways and air pipes were properly used by the crew during the ship's fatal voyage from Newcastle N.S.W. to Sydney and whether the cargo of coal was properly stowed.

It appears likely that a summons sub-poena will be served on Mr. Irvine to attend a Court of Marine Inquiry to be held on the 5th November and he has been instructed to confine any evidence to facts which came under the dry docking and annual load line surveys which he held.

Yours faithfully,

B. P. Field

Principal Surveyor.

Handwritten notes and signatures:
- *with sample...*
- *2020*
- *MONTAORI...*
- *...*

004612-004620-0148

004612-004620-0141

