

RETAIN

PRELIMINARY INVESTIGATION CONDUCTED BY THE DEPUTY DIRECTOR OF NAVIGATION,  
NEW SOUTH WALES, ON 30TH MARCH, 1961, INTO THE CIRCUMSTANCES ATTENDING  
THE LOSS OF M.V. "VERAO" ON 18TH MARCH, 1961.

IAN MacKENZIE PETRIE, sworn, examined, stated:

Are you a Surveyor to Lloyd's Register at Sydney?

That is correct.

Did you conduct a survey of M.V. "Verao" early in 1961?

Yes, afloat and on the slipway, on various dates from 25th January, 1961,  
until 9th February, 1961, the vessel being on Sydney Engineering and  
Slipway Co. Pty. Ltd. Slipway at Sydney.

Was any alteration made to the double bottom tank air pipes at the time  
of the survey?

Yes, owners having intimated that fuel oil was going to be carried in  
double bottom tanks, It was requested that anti-flash gauze be fitted  
to ends of existing air pipes.

Will you please describe the air pipes?

These were of circular ~~diameter~~ <sup>cross section,</sup> open ended and goose necked. The  
diameter and height were of Rule requirements. I cannot state exact  
dimensions.

How and where were the gauzes secured?

The gauzes were of brass wire, conically shaped to fit inside open end of  
air pipe and secured by clamping to the outside ~~diameter~~ <sup>circumference</sup> of pipe.

Were means provided for closing the air pipes as required by the Loadline  
Rules?

Yes, canvas hoods were provided and secured by rope lashing.

Was it possible to insert wooden plugs when the gauze was fitted?

No.

Did the pipes have a lip or was there any fitting whereby the canvas hoods  
could be securely lashed?

Yes, brackets attached to pipes connecting them to the ship's bulwark.

Were the air pipe covers of hood type completely covering the gooseneck  
or were they of sleeve type fitting over the mouth of the pipe only?

These were of hooded type completely covering the gooseneck and were  
newly made at this time, owing to previous sleeve type of cover being  
short in number and shrunk in diameter.

Did the discharges from the wash basins in the lower crew accommodation  
lead through the ship's side ~~framing~~ below the freeboard deck?

Yes.

Were they fitted with efficient and accessible means of preventing water  
from passing inboard?

Yes.



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LOSS OF M.V. "VERAO". INVESTIGATION BY DEPUTY DIRECTOR.

Evidence of IAN MACKENZIE PETRIE (cont.)

- Q. 12 Will you please describe the means of preventing water from passing inboard.
- A. The type fitted in the engine-room were of cast steel fitted with non-return flap type valves, whilst those in the hold were of gunmetal construction, and of a similar type.
- Q. 13 Were these non-return valves opened up at the time of survey?
- A. Yes.
- Q. 14 Were the side scuttles in the lower accommodation fitted with inside deadlights?
- A. Yes.
- Q. 15 Were the deadlights permanently attached in their proper positions? or were they stowed adjacent to the side scuttles?
- A. These were attached to scuttle frames with hinged pins.
- Q. 16 Were the side scuttles and deadlights in good condition and could they be effectively closed and secured watertight at the time of survey?
- A. Yes, other than forward scuttle, starboard side, which had a fractured frame and was completely removed and opening closed off with a mild steel cover plate, attached by electric welding.

xxx

*I. M. Petrie*  
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Evidence given before me at Sydney on 30th March, 1961.

.....  
(L.W.D. Taylor.)  
Deputy Director of ~~High~~ Navigation.  
New South Wales.



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