

COPY for Class **H** —

LLOYD'S REGISTER OF SHIPPING

71, Fenchurch Street, London, E.C.3

6th April, 1961

Telegrams: Committee, London, Telex
Telex No.: 24305

Telephone: ROYal 9166

Dear Sir,

"VERAO"
Preliminary Inquiry into Loss

Fbd.
CFA

I duly received your letter of the 25th March and would thank you for your prompt attention in forwarding a further copy of Sydney Rpt. C.11(b) No. 6886.

I confirm my cabled reply of the 28th March as per copy herewith, and for your private information would advise you of the following points which you may find useful.

This ship was built as "RANSDORP" in 1934 to Bureau Veritas class for GREAT COASTING SERVICE. It is understood from the Bureau Veritas' London office that this SERVICE enables any particular ship to operate coastwise without geographical restriction and is imposed because the ship's endurance, in terms of fuel and fresh water, is judged insufficient for unrestricted service.

When "VERAO" came into this Society's class in 1950, the service limits were made - AUSTRALIAN COASTING WATERS AND TO TASMANIA - a service which suited the new Owners. The Load Line Certificate was endorsed for this service.

When she was later sold to Owners in FIJI, the service limits were extended to - AUSTRALIA, NEW ZEALAND AND FIJI - without any alterations being made to the freeboard or to items such as hatchways, ventilators, air pipes, scuppers, etc. The Society did not agree, at that time, to unrestricted service as the Owners would have liked, because bracket floors were fitted on every frame within the half-length amidships, which was not in accordance with the Society's Rules. The Load Line Certificate was endorsed for the extended service. A few freeboard items, already existing in the ship, considered to be of minor importance, and judged sufficient for the extended service to FIJI, were slightly below the Load Line Rule standards for unrestricted service: these items are as follows:-

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- (a) The entrance door in the poop deckhouse aft had a 13" sill; if this door formed a companionway, the Load Line Rule height would have been 18".
- (b) The coamings of the upper deck hold ventilators, 14" in diameter were 5/16" thick; .36" is Rule Thickness.
- (c) The air pipes on the freeboard deck and super-structure decks were 33" high and 14" high respectively, whereas the Rules require these heights to be 36" and 18".

Although the accommodation aft is very near to the Load Water Line (about 1'-3" to 1'-9") single storm valves were fitted; this is in accordance with the Rules. A combination of moderate trim by the stern and list could easily put these valves under water and, if they were not of back-balanced type, they could allow sea water to pass inboard, although not defective in their operation. We have no knowledge of the detail construction of the valves.

You will, no doubt, keep me informed of any further developments concerning the inquiry into the loss of this ship.

Yours faithfully,

pro Secretary

W.T. Mathieson, Esq.,
SYDNEY



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