

"VERAO"

The loss of this ship was reported in Lloyd's List dated 21.3.61.

The report states that the ship was in a seriously leaking condition on 18.3.61, in a position about 230 miles east of Brisbane, during a voyage from Bundaberg, Queensland to Auckland New Zealand, with a cargo of molasses. The ship was specially fitted to carry liquid cargoes in cylindrical tanks, which are separate from the ships structure, in the hold.

She was built as "RANSDORP" in 1934 to B.V class for GREAT COASTING SERVICE. The dimensions are 154'.2 x 26'.74 x 12'.14.

Later, when she was owned by the Australian Government, she came into our class in 1950 with service limits - Australian coasting waters and to Tasmania.

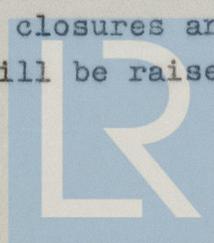
In 1958 she was sold to owners in Fiji, and we agreed to extend her service to Australia, New Zealand and Fiji without requiring any additions to the structure or to the freeboard items. We could not agree to any ~~un~~restricted service principally because bracket floors were fitted on every frame within $\frac{1}{2}L$ amidships.

The ship has forecastle and poop superstructures and the machinery is fitted aft.

The last special survey was held in Auckland in 10.59, a freeboard renewal survey was held at the same time and a Load Line certificate issued 22.10.59 valid till 22.10.64.

The last docking survey and renewal Load Line survey were held in Sydney in 2.61.

The Sydney Surveyors now report by cable that the Australian Navigation Department are going to hold a preliminary enquiry into the ships loss and they want to take a statement from Mr. I.M.Petrie, one of our Sydney Surveyors, who last saw the ship in 2.61. They say questions regarding air pipe closures and storm valves to the after accommodation will be raised. The Surveyors ask for cabled instructions.



There were thirteen survivors from the ship, all of whom were landed at Brisbane, and it is likely that statements have already been taken from them.

The ship is not in strict accordance with the Rule requirements in the following respects:-

- 1) The entrance door in the poop deckhouse aft has 13" sill: if this door forms a companionway as seems likely, a rule height of sill of 18" might have been asked for by us.
- 2) The coamings of the upper deck hold ventilators, 14" in diameter were 5/16" thick: .36" is rule thickness.
- 3) The air pipes on the freeboard deck and superstructure decks were 33" high and 14" high respectively, whereas the rules require these heights to be 36" and 18".

We have accepted the foregoing because the ship was an existing ship and because it is our ordinary practice to take lower air pipes when open rails are fitted, as on this ships superstructure decks.

Although the accommodation aft is very near the LWL (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.

There are possibilities that this case could be damaging to our interests in Australasia and Mathieson probably realises this, when he asks for instructions.



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Propose we cable him as follows:-

REURCAB VERAO SURVEYOR PETRIE MAY MAKE STATEMENT AT
PRELIMINARY ENQUIRY IF CALLED BY AUTHORITIES BUT
MUST CONFINE HIMSELF TO FACTS PERSONALLY KNOWN TO
HIM FROM HIS ACTUAL SURVEY OF THIS SHIP STOP
EXPRESSIONS OF OPINION MUST NOT BE MADE STOP LETTER
FOLLOWING =

Wh

March 28th, 1961.



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