



Lloyd's Register of Shipping

CONFEDERATION BUILDING

ST. JOHN'S, NEWFOUNDLAND.

RECEIVED

29 APR 1963

Ann'd 304

25th April, 1963.

M.V. "HELGA SMITH"
Sunk off Cape Broyle
22nd April, 1963.

Sir:

This will acknowledge receipt of your telegram re the above mentioned vessel, which read as follows:

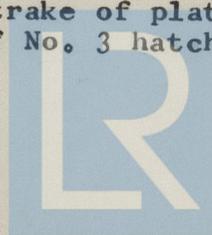
"MOTORSHIP HELGA SMITH CASUALTY ENDEAVOUR OBTAIN CIRCUMSTANTLY FULL INFORMATION REGARDING REPORTED FRACTURE SHELL PLATING ENGINE ROOM OR OTHER CIRCUMSTANCES LEADING TO SINKING"

From the information that can be gathered at this port, the following has been obtained:

"220009Z FOLLOWING FROM GREEN SHIP HELGASMITH SYRL QUOTE AT 212330 FMT POSITION 4610 NORTH 5110 WEST HEAVY LEAKAGE LOCATED STARBOARD SIDE ENGINE ROOM STOP PROCEEDING TOWARDS CAPE RACE UNDER SPEED 10 KNOTS LONDON ADVISED
 CAPE RACE RADIO"

"231420 GMT TUG FOUNDATION VIGILANT ADVISES THAT GREEK SHIP HELGA SMITH SYRL SANK AT 231420 GMT TEN AND ONE HALF MILES EAST NORTHEAST CAPE BROYLE NFLD LONDON ADVISED
 CAPE RACE RADIO"

The opinions expressed were that the fracture to the shell plating on the starboard side, commenced at the line of bilge strake probably in line of the tank margin, inside the after bulkhead of No. 3 Hold in the engine room, and ran up the ship's side in a more or less vertical direction, to a spot in the letter "O", stencilled in the plating, which was located below the top strakes. It is understood that the letter "O" was part of the word "CHICAGO", and from that point, the fracture extended forward and ~~up~~ to the top strake of plating and across the upper deck to a corner of No. 3 hatch.



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A similar fracture from the same point ran aft and up to the top strake of plating, slightly aft of the upper deck superstructure casing.

The fracture, after leaving the letter "O", branched off, in a forward and aft direction, like the branches of a tree, with each end spanning the length of the upper deck house.

It was also mentioned that the reason for the quick flooding of the engine room, and subsequently other spaces, was that the fracture at the bilge line was considerably open, but as it ran up the ship's side to the upper deck, it closed in so that it was just visible by moisture.

It was also mentioned that water also got into Nos. 3, 2 and 1 holds, in the order given, through the fracture and also as the water came to the height of the main deck, and from the action of pitching and rolling, it ran to other compartments.

The vessel is reported to have a general cargo of 2910 tons, which it is understood was distributed between approximately 500 to 600 tons in each hold space, according to its size.

Further information is that Messrs. Canadian Overseas, Shipping were the time charterers.

The sea temperatures averaged from 32° to 33°, and the air temperatures between 37° and 38°.

It is hoped that a copy of the master's protest will be available shortly. This should give information on weather conditions, and if obtainable, will be sent forward to you.

Yours very truly,

Surveyor.



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The Secretary,
LONDON, E.C.3.

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