

A N N E X.

ANSWERS.

Question 1.

- (a) The vessel had one compass in good order and sufficient for her safe navigation. This was adjusted at Greenock on 9th December 1927, by Whyte, Thompson & Co.
- (b) The vessel was properly supplied with life saving appliances, and carried distress signals.

Question 2.

Yes.

Question 3.

The vessel was prepared for sea by Lobnitz & Co. Ltd., between November 19th and December 8th 1927 as follows:- The bucket ladder was hoisted and supported at its fore end on a steel bolster. The ladder was also secured by bracket plates to the sheer legs. The buckets above the ladder were then secured to it with chain lashings and the buckets below it were lifted, and secured to the ladder with chain slings and prevented from swinging by chain guys across the ship. Nine buckets at fore end were then removed to clear deck line and were put ashore temporarily. The vessel was put into dry dock and the bottom of the well was covered with steel plating stiffened with floor plates at intervals of about 9 feet, these floor plates having bracket connections to the sides of the well. Wood ceiling was fitted over the floors and means provided for pumping water from the well by connection to steam pump. The nine buckets together with six spare buckets were then stowed on the ceiling in the well filling the bottom of that space. The top of the well was then planked over just above deck level, and a wood hatch provided for access to the well in order that additional coal might be loaded into and removed from it. All ventilating cowls were removed, and plugs fitted, and all ventilators, deck companions/

companions and chain pipes were covered with canvas well secured. The hatches to port and starboard spaces and to the well were covered with tarpaulins secured by battens and cleats in the usual manner, and, in addition, battens were fitted over the hatch covers and secured by bolts. The wood doors in the main deck casings were reinforced by additional outside planking.

Question 4.

105 tons was carried in the side bunkers, 50 tons in bags were placed in the well over and among the buckets already stowed there, 13 tons in bags in port hold and 22 tons in bags in hoist-engine space on starboard side; 10 tons in bags were stowed on deck between the main ladder frames, 6 tons in bags on the deck abaft the casings, and 8 tons in bags on the stokehold floors making 214 tons in all which were well secured from shifting.

(b)..The dismantled dredging gear was stowed as stated in Answer 3 and it was secured from shifting.

(c) Yes.

Question 5.

Hatchways and other openings were adequately protected, covered and secured, as detailed in answer to Question 3, and means were provided for entering the machinery spaces through the top of the casings if necessary in bad weather.

Question 6.

The freeboard of the vessel was 3 feet 2½ inches and the trim was 6½ inches by the head. This freeboard and trim are considered to have been suitable for safe navigation.

Question 7.

The stability of the ship in the sailing condition was not completely investigated before she sailed, but an/

an inclining experiment was made of which the results were imparted to the Master of the vessel.

Question 8.

The metacentric height in her sailing condition, assuming two days consumption of coal and stores, was 2 feet 5 inches. The maximum righting arm was 0.76 feet corresponding to a righting moment of 825 feet tons at an angle of 18 degrees from the upright. The range of stability was $38\frac{1}{2}^{\circ}$. In the opinion of the Court these values were insufficient for the safety of the vessel on a voyage between the United Kingdom and a foreign port in view of probable bad weather conditions.

Question 9.

- (a) The sufficiency of the stability was determined by the Builders merely on a consideration of the metacentric height in the laden condition, based upon the results of an inclining experiment.
- (b) ..Detailed calculations as to statical stability were not made before the ship sailed. The Court is of the opinion that if they had been made by the Builders, some modifications in the preparation of the vessel for her voyage might have been thought advisable; and considers that such detailed calculations should have been made before deciding on the extent of the preparations.

Question 10.

Generally speaking, the preparations for sea were adequate subject to the answers to (a) and (c) following:-

- (a) (The Court considers that it would have been desirable to board up the space between the bulwarks and the shade deck aft for the voyage, especially in view of the evidence that vessels of this type may have to lie-to stern on to the wind and sea; and further that steel doors instead of wood doors should have been fitted for access/

access to the steering-gear platform, as this space was open to the engine room.

- (c) If the calculations, referred to in answer to Question 9, had been made, it might have been thought desirable to provide for a lowering of the centre of gravity by the removal of all the buckets and this would have materially increased the safety of the vessel in respect of the lives of those on board.

Question 11.

Provided that full and proper consideration is given to the construction and design and also to the preparation, and transport of vessels of this type, the Court considers they may make ocean voyages in the winter months.

Question 12.

What is the cause of the vessel not having been heard of since and shortly after she left Greenock on the 9th December 1927 ?

Answer:

In the absence of direct evidence the Court is unable to state the cause of the loss of the vessel, but is of the opinion that she foundered during the severe weather which prevailed for some time after she departed from the Clyde.



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