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- S. S. Bonaccord -

This was a new vessel, which was built this year by Messrs A. Hall & Co of Aberdeen; she was constructed on the web frame principle to approved drawings, and under the special survey of Mr Hindmarsh the local surveyor to this society at Aberdeen. She was 243.9 long, 33.10 broad and 15.9 deep. had a double bottom extending all fore and aft the vessel.

The Engines and Boilers were placed at or near the centre of the vessel, there being one hold forward and one aft. There were four ballast tanks, two forward of the engine room one in the engine room and one aft. The pumping arrangements were approved of and fitted under the inspection of Mr Hindmarsh, and were arranged as follows. Viz three suction in each of the ballast tanks, excepting the forward one, where there was one; these suction were all connected to the ballast donkey steam pump (which in this case was a Centrifugal pump) The tops of the tanks in the fore and after holds were drained through sluices into the engine room and after well, to the main and donkey steam pumps suction at these places. There were

were two hand pumps in the fore hold and one in the after well. There were three bilge suction in the Engine room and one in the after well, which were connected to the main and donkey pumps. One bilge suction in the engine room ^{connected} ~~came out~~ in the engine room. ~~It was reported~~ that the main and donkey pumps were connected to the same suction cock in the engine room, so that they could not be used separately. The Donkey Boiler had been fitted in the stokehole and was therefore not available after the fires of the main boilers had been drowned out.

At the Board of Trade inquiry which was held in May last at Aberdeen.

Sheriff Brown presided.

Mr. Peterkin who appeared for the Board of Trade, made the following statement.

"The vessel left Blyth on 10th March last on her first voyage with 1660 tons of Coal for Malta. On the 13th the wind rose, and on the 14th it increased to a gale. From the 14th to the 15th the vessel laboured heavily and shipped a good deal of water. The water rose so as to put out the fires. At 9.30 in the Morning of 16th March the 'Anglia' bore down and attempted to take her in tow, but was unsuccessful.

"The Anglia stood by, and in the afternoon took off the crew. Lights were left on the vessel to indicate her position, but she was lost sight of about 8.30 P.M. and appeared to have foundered about that time.

Sheriff Brown said, "speaking generally the pumping arrangements were sufficient, with two exceptions, which he considered of first importance. The fore Compartment said to include two holds depended entirely on sluices and hand pumps and had no suction from the engines; and that the Main and donkey pumps could not be worked separately. The rules for the pumping arrangements, which were amended last year, ^{now} provide for steam pump suction being fitted in each hold, also the donkey pump to have a separate suction in the engine room.

The report of the evidence given on the trial does not show that there was any difficulty in getting the water through the sluices from the fore hold into the Engine room, where the full pumping power of the Main and donkey pumps and bilge injection could be applied.

There is nothing definite to be derived from the evidence given, to find out how the water got into the vessel, but it is obvious from the remarks of the Chief Engineer re- to the Centrifugal

Centrifugal pumps not working satisfactorily, which he attributed to be on account of its not being fitted with a foot valve, or the suction rose not being at all times covered with water, clearly shows that at that time the double bottom in the Engine room was only partially filled with water, and judging from the fact that the vessel remained afloat for the space of twelve hours after the pumps had ceased working (and the water at the commencement of that time being above the boiler furnaces) proves that the pumps had been throwing little or no water out of the vessel. For if all the pumps had been working well and the bilge injection also in operation, the quantity of water thrown out of the vessel per hour, would have been above 200 tons.

It is submitted that there is no evidence given to show that this vessel foundered through any leakage caused by structural weakness in the hull, or inferior workmanship; but that the loss of the vessel appears to have been brought about, by allowing the bilge suction roses to become choked; getting water into the vessel by the stowhold gratings or other openings, and when the water got on to the top of the engine room tank, the Manhole door

on the double bottom of the engine room, was then wrenched off to allow water to run into the tank from the engine room bilges, but it appears there was not enough water to cover the roses inside the tanks, and that the sea valve was then opened and water run into the tank from the sea, to make the centrifugal pump work. (There is a doubt about the time the sea valve was closed again)

The water appeared to have gained rapidly upon them and put the fires out.

With regard to the Hull - it is submitted that in the absence of any evidence as to how the water found its way into the vessel, excepting through the stoke hole grating, no opinion can be expressed as to the cause of the leakage.

The vessel was of the well deck type, with strong bridge, raised quarter deck, poop and forecastle, and web frames in lieu of hold beams. Many vessels have been built of this type, especially at Hartlepool and

Sunderland, and we have not heard of any vessel, fitted with web frames instead of hold beams, shewing any symptoms of structural weakness through the omission of the beams as suggested by the Owners.

N.A.

J.F.H.
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