

Reference .....

Lloyd's Register of British  
and Foreign Shipping.

London

May 26

1890.

The Secretary  
Lloyd's Reg<sup>d</sup> of Shipping  
Sir

I have been greatly worried  
over the loss of the S.S. "Bonaccorsi", a new vessel  
built under my survey, and lost on  
her first voyage, and as the decision of  
the Court has attributed this, either to  
structural weakness, or defective workmanship,  
"though there was nothing to indicate that  
there was anything faulty in either of these"  
Still with such a judgement, I feel keenly  
the imputation. I would therefore

respectfully call your attention to a few  
facts of the case.

Benefitting by my experience of the  
S.S. "Fairfield" (a web-framed vessel which



came under my survey for repairs at Cardiff) I took great care to have the workmanship in the case of the "Monaccord", perfectly satisfactory; the depth of the margin plate of the cellular double bottom, was also nine inches deeper than required by the Rules.

Capt. Davidson the owners brother, also superintended the building of the vessel, and both in the planks, holds, and tanks, the workmanship was thoroughly examined by both of us. So that the question of bad workmanship cannot for one moment be admitted. Then there is the fact, that the SS "Fairfield" a much weaker vessel, makes her voyage across the Atlantic and home again, in terrific weather, while the Monaccord founders in her first gale.

And now with regard to the vessel's loss, my opinion is, that she was sunk through mismanagement in the engine room;



I am aware that this is a serious statement to make, but it is endorsed not only by the owners own Superintendent Engineer, but all others capable of giving an opinion.

I attended the official trial of the vessel's machinery, when everything worked perfectly satisfactory; and my parting words to the chief engineer were "mind you keep a sharp eye on your ledges, as you must remember you have no timbers, only side pockets; And yet from the evidence given in court although "the vessel was shipping large quantities of water" it was not until the water was reported by the fireman to be on the stokehold plates, that any precaution was taken to clear the strum, which would be four feet below the surface of the water; (the depth of the pockets being thirty inches and from the tank top to the stokehold plates eighteen inches) Now what happens? the tank door is



taken off and the water immediately finds its way into the cellular double bottom. The vessel rolling heavily would also tend to empty the side pockets, affording an opportunity, of examining closely where the leak existed; but in the words of the Second engineer, "no leak could be seen, no not so much as a leaky rivet."

The centrifugal pumps is started at 2.30. a.m. with the tank door still off and before 8 a.m. the pumps are stopped, and nine feet of water in the engine room.

From this fact it is perfectly clear, that on opening his Sea Valve (for filling the tanks) to "prime" his centrifugal pumps, it has evidently been forgotten to be closed, with the result that the water from the sea was finding its way into the tank, then through the manhole into the engine room at even a greater rate than was being pumped out.



X (12 hours)

The centrifugal pumps alone was capable of discharging 160 tons per hour, and with the other pumps, including the bilge injection the quantity would be equal to 200 tons of water per hour; and yet with all this available pumping power, the water gains on the vessel; but after the pumps cease working, the vessel remains afloat, at least twelve hours, clearly showing that more water was being made with the pumps at work, than when stopped.

I may add that I have been placed in similar circumstances myself, but with this difference, that we were able to bring the vessel safely into port.

I may state that although the pumping arrangement was satisfactory; yet had my advice been followed a better arrangement of pipes would have been devised, yet this had nothing whatever to do with the foundering of the vessel; which resulted from the flooding of the



engine room and stokehold.

If my opinion be not accepted, then we must attribute the vessel's loss to the inexplicable, and mysterious, which I entirely discard, on the grounds that there is a reason for everything.

And now notwithstanding all the care and attention which I bestow upon the duties of this district early and late to find that this case has been so unsatisfactorily settled is almost more than I can bear

I am Sir

Your obedient servant  
G. L. Hindmarsh



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LLOYD'S REGISTER,  
LONDON.

REC'D 28 JUL 30

ANSR 10/6/90 26/5.  
Abn. 17 Jan

Mr Hindmarsh.

Re loss of 5.15

'Bonaccord'

25.5.90  
6.27

8/11

For the Chief Manager &  
In Accord



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