

"WARRENGROVE".

*Sweep*

Mr. Gaig telephoned this Office, and the following verbal report on the enquiry into the loss of the above vessel was received:-

The loss was due to the initial low margin of stability.

The initial list was probably due to the shifting of coal in the bunkers and/or cargo and increasing progressively due to the possibility of water entering the pocket bunker through a small hatch on the starboard side which might not have been covered, and to some water getting through the starboard casing doors, and possibly through a torn tarpaulin on No.1 hatch, or perhaps through the rivets springing during the voyage. ( No evidence was given to this effect).

1. No default of Owners or Managers, but the Managers were somewhat criticised.
2. Suggested that transmitting and receiving sets to be made compulsory in all ships.
3. It was also suggested that any repairs should be made good under the supervision of the Classification Societies. (The Consulting Engineers were criticised).
4. The examination of vessels, and especially old vessels, should be strengthened.
5. There was no criticism of the Surveyors.

*W.B.*

29.7.49.

*Noted*

*W.B.*



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