

PLANS TRANSFERRED TO SISTER VESSEL  
Port Bay

"MILFORD VISCOUNT"

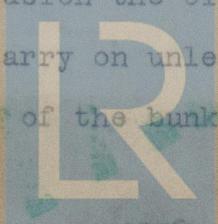
The formal Inquiry into the loss of the above trawler opened in the Town Hall, Milford Haven at 10.30 a.m. on the 27th November. Mr. J.V. Naisby, K.C., was the Wreck Commissioner, and Messrs. G. Darkins, H. Lyndsay and G.H. Nicholson the Assessors.

Mr. Hemmings, the Society's Surveyor at Milford Haven, gave evidence regarding the excellent maintenance of the trawler and that the propeller shaft had been withdrawn and examined after the damage to the propeller sustained in January 1950, and explained how the hydro-electric steering gear was changed from power to hand operation.

I presented the Survey reports and stated that the Load Line Rules were not applicable to trawlers in this country, although such was not the case in some other countries, stated that the freeing ports of the trawler were in accordance with the Rule requirements and that the reports showed that the trawler had been placed in dry dock much more frequently than was required by the Rules. In answer to a question by the Wreck Commissioner I stated that a modification to the Society's Rules regarding the freeing ports of trawlers had been approved by the Committee during the previous week but would not come into force for six months, and that this modification was of a quantitative nature.

Much was made in the Inquiry of an incident which happened in November 1949 when the trawler was lying with engines stopped in the trough of the sea and was struck by a heavy sea, <sup>This</sup> which was stated to have heeled her to such an angle that the surface of the sea was level on one side with the side scuttles in the engine room casing. On starting the engines and turning the trawler's head to the sea the craft returned to the upright and behaved normally. On this occasion the oil fuel bunkers were full and the crew refused to carry on unless the skipper returned to port or discharged part of the bunkers. The

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Lloyd's Register Foundation

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trawler usually put to sea with about 50 tons of oil fuel in the bunkers, which had a capacity for 100 tons, as the former amount was sufficient for her normal voyages. In spite of the above action, at least nine of the crew returned to the ship for her last voyage. Former members of the crew said that she was a "wet ship", but they had not the slightest objection to sailing in her with the bunkers half full.

The bunkers were divided into three tanks by two longitudinal bulkheads and extended from the bottom of the ship to the raised quarter deck. When full the centre of gravity would be raised, but it is understood the ship had good stability.

The Inquiry was expected to continue for about two more days after my departure. The original Survey reports and a copy of the Trawler Rules were left for the information of the Court and will be returned.

*S.E.B.*

29th November, 1950.

The Chairman

*Mr. Sturges*

*Press Reports & Findings of the Court attached*

*R.B.S.*

*Is there anything in these reports or in the Court findings which in any way reflects on the Society or which calls for our consideration?*



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