

"NORTH VOYAGEUR"

This ship was built in 1909 in Rostock, Germany, and classed 100 A4 (E) with Germanischer Lloyd. After the Great War she was transferred to British Registry and classed 100A1 with the Society in 1921.

In October, 1950 the ship foundered off Newfoundland. At the time of her loss she was registered in Honduras. When leaving Philadelphia on her last voyage with a cargo of 800 tons of anthracite she had a heavy list which increased as the weather worsened.

A leak developed which put the boiler fires out and the ship was abandoned before capsizing.

A letter has now been received from the Principal Surveyor for Canada, forwarding one from Messrs. Mendes & Mount of New York, who represent the underwriters.

After consulting a naval architect Messrs. Mendes & Mount have come to the conclusion that the ship was unstable when carrying cargo unless the double bottom tanks were filled and pressed up. They are of opinion that the list which the ship had when leaving ~~Baltimore~~ Philadelphia indicated that the Owners would not fill up the tanks because by doing so they would lose deadweight, but that the tanks had not been pumped dry and that there was free water in them, it being impossible to pump owing to the position of the suction.

Messrs. Mendes & Mount request permission to address certain inquiries to Messrs. R.D. Campbell and D. Halkett who surveyed the ship in Quebec between July and September, 1950. They particularly wish to question the Surveyors regarding the watertightness or otherwise of the centre girder in the double bottom and the position of the sounding pipes and ballast suction, and whether the Surveyors saw any stability curves at the time of their survey. They also wish to know if there is any indication that additional superstructures had been added since the original construction of the ship.

It is submitted the Principal Surveyor for Canada be requested to inform Messrs. Mendes & Mount that no information can be given to them by the Quebec Surveyors without written permission from the Owners of the ship. If such permission is obtained the Committee will be pleased to authorise Messrs. Campbell and Halkett to answer any questions regarding matters of fact and not of opinion.

An investigation of the plans and reports in this Office show:

1. that there is no indication that superstructures have been added since the ship came into class in 1921.



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2. No. 1 tank below No. 1 hold had not a watertight centre girder.  
No. 2 tank extending below the cross bunker and No. 2 hold had a watertight centre girder.  
No. 3 tank situated below the boiler had not a watertight centre division.  
Nos. 4 and 5 tanks situated below the engine room had watertight centre girders.  
No. 6 tank below No. 3 hold had not a watertight centre girder.

3. In No. 1 tank there was a sounding pipe towards the after end of the tank on the centre line.

In No. 2 tank there was a sounding pipe on each side of of the watertight centre girder but not far from the centre line.

In No. 3 tank there were sounding pipes at the after end of the tank on both sides (port and starboard) each about seven feet from the centre line.

In Nos. 4 and 5 tanks there were sounding pipes in Nos. 4 port and starboard tanks about five feet from the centre line and in No. 5 tank port there was a sounding pipe about seven feet from the centre line.

In No. 6 tank there was a sounding pipe on the centre line towards the after end of the tank.

4. The plan shows that in No. 1 tank the suction was situated near the centre line at the after end of the tank.

In No. 2 tank there were two suctions both on the port and starboard sides at the after end of the tank, one near the centre line and the other in the wings.

In No. 3 tank there was a suction near the centre line and one in each of the wings.

In No. 4 tank there was one suction on each side of the watertight centre division near the centre line.

In No. 5 tank a hand pump suction is shown on the starboard side and none on the port side.

In No. 6 tank one suction is shown at the after end near the centre line.

*S.P.*  
*21.5.51*



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