

LLOYD'S REGISTER OF SHIPPING

c/o DAVIE SHIPBUILDING & REPAIRING CO. LTD.

LAUZON, LEVIS, P.Q.

28th November, 1950

Mr. A. R. Riddell,
Principal Surveyor for Canada,
Lloyd's Register of Shipping,
Montreal, P. Q.

Dear Sir;—

S.S. "NORTH VOYAGEUR"

This will acknowledge receipt of your letter of the 24th instant enclosing a copy of a London letter dated 21st November, 1950 on the above Vessel.

As stated during your recent visit, we wish to submit the following comments:—

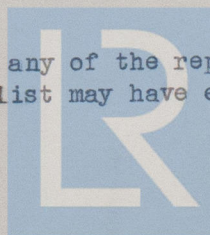
- (1) The previous Owners always had Forward D.B. tanks full under all conditions of loading. The E.R. tanks and A.P. tank were used for Fresh Water.
- (2) The new Owners were advised of this condition by the Representatives of the previous Owners.
- (3) Whilst loading Sulphite Vessel had $17\frac{1}{2}$ Degree list at Baie Comeau. The new Owners contacted Captain Chouinard (Clarke S.S. Co.) on this condition and he again advised them to fill Forward D.B. Tanks. There was some reluctance on the part of the new Owners to carry water Ballast in preference to cargo, although the list was apparently rectified before the Vessel sailed from Baie Comeau.

The above details were received from Mr. J. L. Laperriere, Superintendent at Quebec for Clarke Steamship Company.

Taken from Newspaper reports after the Vessel foundered:—

- (1) Vessel had heavy list after loading at Philadelphia and six crew members left, prior to the ship sailing, owing to this condition.
- (2) Gales and heavy seas were experienced when crew were given orders to abandon ship on Sunday 22nd October, 1950 and the list given as 40 degrees.

One point that was not clear in any of the reports was the side to which the Vessel was listed, and this list may have effected the



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clearing of ashes from the stokehold by means of the ash ejector, the discharge from which, if I remember correctly, was on the Port side.

Yours very truly,

T. Falkitt

DH/EZ

For the Surveyors



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