

"KINUGASA MARU"
ex "San Anthony"

Dimensions: 390 x 55.5 x 28.75

Built: 1924-11

Class: 100A1

On a voyage from Vancouver to Yawata, Japan, this ship encountered heavy weather, and on 9th November, when the ship was labouring heavily and shipping much sea, a shock was felt on the starboard side as if some floating object had hit the shell. It was found that some flooding occurred, and on inspection it was found that 12 frames (94 to 105) at the after part of No. 2 hold were fractured and that the adjacent seams were leaking. A repair was made by means of dunnage and sparring and on the 13th these repairs were supplemented by three derricks which were attached horizontally across the frames and chocked off from the centre line pillars and from the iron ore cargo.

On November 14th a typhoon struck the vessel, and on November 17th it was found that Frames 107 and 108 were also fractured. The flooding was increased, and ultimately the ship sank on November 19th. During the typhoon, the side shell, according to the Captain's Protest, was deflecting to the extent of 1 ft.

Over the period in question the weather was, in the words of the log, "phenominal" and the ship was labouring heavily and shipping water on the deck. The sea temperature and the air temperature was stated to be 1°C.

A plan of the loading has been obtained, and the cargo consisted of 7,664 tons of iron ore, of which 440 tons were disposed in the tween decks, and the remainder in the holds. The distribution of cargo was reasonable, and the still water stress was about 2.5 tons/in² tensile on the upper deck.

The side frames in the hold are equal to what would be demanded by the present Rules, and are well connected at the bilge and at the deck by large wing brackets and beam knees. The Chief Officer states that there was little deterioration of the frames. The initial fractures started at the holes for the sparring cleats in the web of the frames. The G.M. of the ship appears to be high, of the order of 10 ft.

An examination of the ^{circumstances} stresses of the loss shows:

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- (1) The structure of the ship ^{was} ~~is~~ in accordance with the ^{Society's} Rules, and the Committee's practice.
 - (2) The distribution of loading so far as longitudinal stresses are concerned was not unsatisfactory.
 - (3) The ship was very stiff from the stability point of view.
 - (4) The material was of Open Hearth steel manufactured on the North East Coast, ^{of England.}

^{related} It appears, therefore, that the loss of the ship was ~~due~~ to some initial impact on the starboard side, and the unusually heavy weather experienced. The extreme stiffness of the ship may have contributed to the deterioration of the

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Cont.

structure after the initial fractures had been sustained.

Jmm.
18th January, 1952.

Office Note: The information received from Mr. Ibison on this case is unusually clear and comprehensive.

Mr. Bygones

SB

Mr. Stephens.

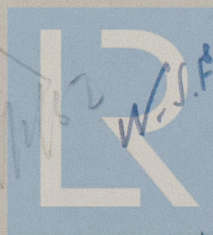
Noted RMM

Mr. Boyd for Records.

Submitted copy of this memo be forwarded to the Tube Surveyors. They should be authorised to advise the owners in the terms of the papers marked it - & thanked for the comprehensive data forwarded.

RMM

22/1/52.



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