

Telegrams—"SHIPMINDER, PARL, LONDON."
Telephone—VICTORIA 8740 Ext.

Any further communication on this
subject should be addressed to:—

The Assistant Secretary,
Mercantile Marine Department,
(address as opposite)

and the following number quoted:—

M.15385/23.



MERCANTILE MARINE DEPARTMENT,

BOARD OF TRADE,

3, SANCTUARY BUILDINGS,

GREAT SMITH STREET,

LONDON, S.W.1

Recd. 11 JUL. 1924

Ans'd. 17 JUL. 1924

LONDON

10th July, 1924.

Sir,

I am directed by the Board of Trade to draw your attention to the case of the s.s. "Port Auckland" which left Lyttleton, New Zealand, on the 20th June, 1923, with a cargo of general goods and, when 1700 miles south-east of that port encountered heavy weather and sustained considerable damage. The shelter-deck plating and beams on the port and starboard sides in wake of No.3 cargo hatchway were buckled, the deck plate with the usual doubling plate at the after corners of that hatchway were cracked through and the rivets in the affected parts were started. On learning by wireless that several days of bad weather were ahead, the Master put back to Wellington where permanent repairs were effected.

Plans are enclosed showing the stowage of the cargo before the casualty and on leaving Wellington,

The Secretary,
Lloyd's Register of Shipping,
71, Fenchurch Street,
E.C.3.

/from

Lloyd's Register
Foundation

W210-0166

from which it will be seen that when the vessel was loaded at Lyttleton, she had a relatively large amount, 3,190 tons, in the permanent and reserve bunkers, 2,499 tons of concentrates stowed in No.3 hold immediately forward of the cross bunker and comparatively light cargo with a number of empty spaces in the foremost hold.

As a result of this stowage and the weather conditions that prevailed the stresses on the hull when the vessel was among waves might be expected to be very considerable and apparently produced a buckling stress on the upper plating in excess of that for which the vessel was designed, and greater than the plating was capable of resisting.

The Board would be glad of the views of the Committee of Lloyd's Register of Shipping as to whether any useful action could be taken to impress upon shipowners and

/Shipmasters

G. R.

Shipmasters the necessity of exercising care in the
loading of ships in order to avoid such an occurrence
as that in question.

I am, Sir,

Your obedient Servant,

G. R. Barker



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W210-0166 2/2

Referred to the Chief Ship Surveyor.

af

for Mr. Mayne

11 JUL '324

to note

to Chair

The reply to this letter seems properly
to be based on any decision that
may be come to in the case
of the question
sp. 8/11. 1882

General Committee
Thursday 17th July, 1924.

Read. Draft reply
approved

af
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