

ndum of an interview with Mr.S.E.Boyland and Mr.T.B.Abell at the
lty on the 5th July 1917.

DOCKLEAF". Messrs.Bartram's No.238. Regarding a letter which has
been received from the Genoa Surveyors, in which they state
that this vessel is presently under survey at Genoa on account
of damage said to have been sustained through striking a mine
on the 3rd ultimo, and forwarding a report as to the damage
sustained by the vessel, accompanying their report with a
profile sketch showing the position of the damage. This letter
and plan were placed before Mr.Boyland and Mr.Abell for their
information, and after discussion of the nature of the damage
at the fore end caused by the explosion and the buckling of
the shell and deck amidships, Mr.Boyland requested, if no
objection is seen, that three copies of the Surveyors' letter
and of the plan, be forwarded ~~to him~~ for Admiralty information
and records.

Mr.Boyland stated that the Admiralty had experienced, in
another of their oil vessels, a similar buckling of the shell
and deck amidships due to a mine explosion at the fore end,
and their theory as to this buckling seems also to be that the
buckling on the top sides is due to the stress coming on this
part when the fore end is forced upwards by the force of the
explosion, the buckling on the bottom shell being due to the
reflex action when the vessel returns to her normal position
again.

Mr.Boyland and Mr.Abell expressed their thanks for the
report having been placed before them, and the former asked
to be allowed to place the letter and plan also before the
Director of Naval Construction, Sir E.H.T. d'Eyncourt.

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