



Lloyd's Register of Shipping,

Ocean Chambers, Lowgate,

Hull, 3rd May 1924.

LLOYD'S REGISTER

Recd. - 5 MAY. 1924

Ansd.

LONDON

ack'd. 7

Reference

Dear Sir,

In reply to your letter of the 1st inst, I beg to forward particulars of the loading, bunkering and ballasting of the s/s "GRETASTON".

Outwards:-

Reserve bunker 91-110, Full.

Upper tween decks boiler room bulkhead 91-110 Full.

Upper tween decks abreast casings Full.

Bridge tween decks boiler room bulkhead to Bridge front $4/5$ ths full

Bridge tween decks abreast casings Full.

Coal Shoot Full.

All Scotch coal total weight 1954 tons.

All cellular double bottom tanks, deep tank and aft peak tank Full.

Draft leaving Greenock.

12'-6" forward.

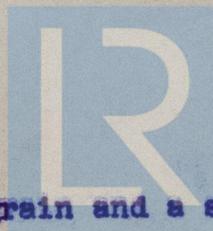
17'-0" aft.

14'-9" mean.

Deadweight 3800 tons.

Homewards:-

All holds and deep tank full of grain and a small quantity in bags in poop.



© 2020

Lloyd's Register
Foundation

W282-016614

Gross bunker full of grain.

Coal in permanent bunkers and bridge space Full.

Draft leaving River Plate.

24'-5 $\frac{1}{2}$ " forward

24'-6 $\frac{1}{2}$ " aft

24'-5 $\frac{1}{8}$ " mean

Deadweight 8700 tons.

With reference to your enquiry as to the conditions of loading at the time that the damage now complained of was noticed, Captain Ross, the Owners Superintendent, and the Captain of the vessel informs me as follows:-

While the vessel was lying in Glasgow before the trial trip it was observed that bridge deck was slightly down on starboard side forward of boiler casing, and difficulty was experienced with securing rods, these not being workable, and they had to be re-adjusted before the vessel proceeded on trial.

The condition of loading at this time was as given for outward voyage. The vessel left the Clyde on the 9th February 1924, and on the 11th February the bridge deck was observed to be panting,

on the morning of the 13th February the bridge deck was panting on both sides from bunker hatch to aft end of saloon house,

on the 13th at 10-30 the bridge deck plating took a decided set at fiddley doors,

on the 13th examined deck and found bridge deck sagging 2 $\frac{1}{2}$ inches on starboard side and the plate cracked 9 inches from casing side,

on the port side sagging $1\frac{1}{2}$ inches.

13th at 2 p.m. plate still cracking.

16th - bridge sheer strake rising plates at both ends, rivets observed to have worked slack.

17th at 5 p.m. Plate on port side of fiddley cracking.

Wind - Moderate gale.

18th at 0-30a.m. bridge deck seemed to be all moving $\frac{1}{4}$ to $\frac{3}{4}$ inch.

March 3rd. 8-40.
Desptank observed to be panting $\frac{1}{4}$ to $\frac{1}{2}$ inch on port side, and emptying through overflow pipes. Weather moderate.

One hour later - 9-40 Decided to empty deep tank and did so.

Homewards:-

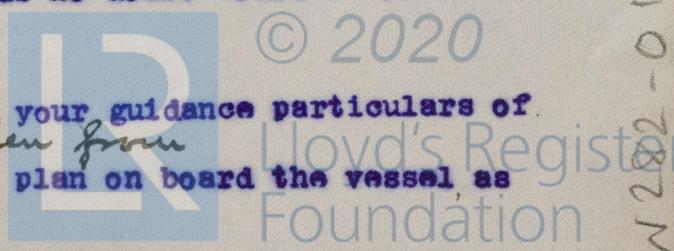
Good passage average speed fully 9 knots. No exceptional weather. Captain reported by wireless that decks coming back again.

The log books were not available, but Captain Ross informed me that if extracts were desired application should be made to the Owners, who he has no doubt would be pleased to forward same.

I enclose herewith for your guidance particulars of bunker, tank and hold capacity plan on board the vessel as

capacities taken from

^



3/4
W202-0166

these may probably be useful in your investigations.

With reference to your letter of yesterday I beg to inform you that no cargo has been damaged.

I am, Dear Sir,,

Yours faithfully,

Henry Hibbs

The Secretary,

London E.C. 3.



© 2020

Lloyd's Register
Foundation

4/4

W282 - 0166