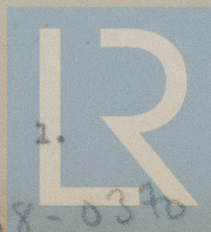


"SHEAF BROOK"

DRAFT QUESTIONS.

1. When and by whom was the s.s. "SHEAF BROOK" built?
2. What surveys of the s.s. "SHEAF BROOK" were carried out by the Surveyors of Lloyd's Register of Shipping between April 1932 and November 1935.
3. What classification did the vessel hold from Lloyd's Register at the end of those surveys?
4. What was the value of the vessel when she left the Tyne on the 19th November, 1935? What was the amount of the insurance then in force on and in connection with the vessel?
5. What cargo was laden on board the vessel at Dunston-on-Tyne between the 17th and 4 p.m. of the 18th November, 1935?
6. Was the cargo loaded at Dunston properly and securely stowed? ~~having regard to the fact that the vessel was known to be a self trimmer?~~
7. What amount and description of coal was shipped in each of the holds of the vessel whilst she was at Dunston?

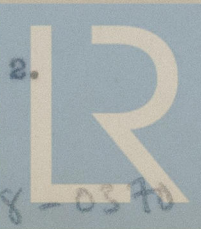


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8. When the vessel left Dunston after the cargo had been loaded, had she any, and if so what, amount of list and in what direction?
9. When did the vessel arrive at Jarrow-on-Tyne? Had she any, and if so what, amount of list and in what direction at that time?
10. What amount and description of coal was shipped in each of the holds of the vessel at Jarrow?
11. Was the coal cargo shipped at Jarrow safely and properly stowed in each of the holds?
12. Was any, and if so which, portion of the coal cargo of a nature which rendered it liable to shift unless it was properly and safely stowed? If so, where was that portion of the cargo stowed?
13. Who was responsible for the proper and safe stowage of the coal cargo?
14. What supervision of the stowage of the coal cargo was carried out and by whom? If such supervision was carried out, was it proper and sufficient?



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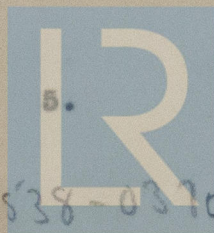
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15. Was the vessel in collision with the
s.s. "LA BALTICO"? If so, was any structural
damage done to the "SHEAF BROOK" by the collision?
Did the damage suffered by the "SHEAF BROOK" by
the collision have any effect in causing the
accident?

16. When the vessel left the Tyne on the
19th November, 1935,
(a) Was she in good and seaworthy condition as
regards hull and equipment?
(b) Was she properly supplied with boats,
lifesaving appliances and distress
signals?
(c) Were the hatchways covered and adequately
protected and secured?
(d) Were the hatch covers sufficient and in
good condition?
(e) Were the tarpaulins and battening down
appliances in good condition and
sufficient for the purposes of the
intended voyage?

17. When the vessel left the Tyne on her last voyage
- (a) How many efficient deckhands were on board?
- (b) Was she sufficiently manned as to deck manning and engine room manning for the voyage in question?
18. Was the vessel upright when she left the Tyne? If not, what list had she and in which direction? Had the list any, and if so what, effect in causing the casualty?
19. What were the draughts of the vessel fore and aft when she left the Tyne?
20. When the vessel left the Tyne on the 19th November, had she safe stability assuming that her cargo had been properly stowed?
21. When the vessel left the Tyne on the 19th November, was she so loaded as to be in a safe and seaworthy condition from the point of view of stability ?

22. Did the vessel suffer any, and if so what, damage from contact with any submerged object between the time when she left the Tyne and the time when she was lost?
23. What was the state of (a) the weather; (b) the sea; (c) the wind when the vessel left the Tyne?
24. Were any, and if so what, wireless messages sent out or received by the s.s. "SHEAFBROOK" between the time when she left the Tyne and the time of the disaster?
25. When and where was the s.s. "SHEAF BROOK" lost?
26. What was the cause of the loss of the s.s. "SHEAF BROOK"?
27. How many members of the crew of the vessel lost their lives as the result of the casualty to her?



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