

s.s. "TAYLOR"

QUESTIONS.

1. Who were the Owners of the s.s. "TAYLOR" at the time of her loss?
2. When and by whom was the vessel built? When and from whom was she purchased by her last Owners? What was the cost of the s.s. "TAYLOR" to her Owners? What was her value when she left on her last voyage? What was the amount of insurance then in force on and in connection with the vessel?
3. What surveys of the vessel were carried out by the Surveyors of Lloyd's Register of Shipping between September, 1935, and the time when she sailed on her last voyage?
4. What classification did Lloyd's assign to the vessel as the result of the surveys referred to in question 3? Did she remain in this class up to the time when she sailed on her last voyage?
5. Was the vessel in good and seaworthy condition when she left on her last voyage?
6. When and where did the vessel load the cargo which she carried on her last voyage.

Good as regards hull and machinery but not seaworthy because:-  
(a) hatches were not secured.  
(b) timber deck cargo was not lashed.  
(c) insufficient stability to encounter ordinary perils of sea.



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What amount and description of cargo was loaded into her? Was there any cargo carried on deck? If so, how much and how was it stowed?

165 tons scotch fir, 34 tons of which were on deck.

7. Was the cargo which was loaded into the vessel properly and safely stowed?

In hold - yes. On deck - properly stowed but not safely stowed, because of absence of lashings.

8. Who was responsible for the proper and safe stowage of the cargo under the statutory requirements?

The Master.

9. Had the Master proper and sufficient instructions from the Owners concerning the safe stowage of the cargo?

No instructions.

10. Was the vessel so loaded as to ensure safe stability?

No.

11. Before the vessel left on her last voyage, was the hatchway properly and safely covered and secured?

No.

12. Was the vessel in proper trim and upright when she left on her last voyage?

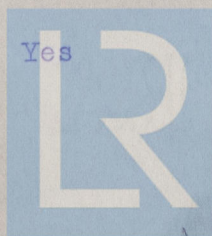
Yes. Eleven inches by the stern and upright.

13. When and from what port did the vessel leave for her last voyage?

Buckie on September 30th at 2.15 p.m.

14. Was she properly supplied with boats, lifesaving appliances and distress signals?

Yes



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15. What was the state of (a) the weather; (b) the sea; (c) the wind during her last voyage?

(a) Fine.  
(b) Smooth and later choppy.  
(c) South and later westerly.

16. How and when was it first discovered that there was anything amiss?

By the A.B. going aft at 8.5 p.m.

17. When was water first found to be entering the vessel?

By the Chief Engineer about 8.15 p.m.

18. What, if any, orders were then given by the Master concerning this?

Order by Master to sound hold and start the bilge pump.

19. Did those on board the vessel discover in what manner water was entering the vessel?

No.

20. Did the Master give an order to abandon the vessel? If so, when did he give such order?

Captain's order to get into the boats regarded as equivalent to an order.

Were either of the lifeboats safely launched? If not, why not?

No. Attempt to launch starboard boat failed. Port boat floated off when vessel sunk.

21. When and where did the vessel sink?

2 - 2½ miles off Buchanness -  
8.30 p.m.

22. How many members of the crew lost their lives as the result of the casualty?

Five.

23. What was the cause of the casualty?

No definite cause to account for water entering engine room.

24. Was the loss of the s.s. "TAYLOR" caused or contributed to by the wrongful act or default of her Owner, Mr. F.W. Taylor, and her Master, Captain J. Olsen, or either and, if so, which of them?

No in respect of both Parties.



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