

LLOYD'S REGISTER

19 JAN 1925

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LONDON

5 Thornfield Rd  
Middlesbrough  
Jan: 18<sup>th</sup> 1925

Dear Sir.

I beg to enclose  
summary of evidence given  
on the last day of the 'Hartley'  
inquiry, also rough sketch  
of No 3 hatch which illustrates  
where trouble originated.

I throughout the whole  
inquiry the structural strength  
of the vessel was not brought  
into question. Everything centred  
around strength of tarpaulins and  
methods of securing hatch covers.

The flat locking bar, say 5" x  $\frac{1}{2}$ "  
steel flat, seems, so far as the  
evidence went, to be the best

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form of locking apparatus.

~~Rope~~ lashings definitely failed in this case, apparently through stretching.

Steel wire lashings were much criticised.

It was the consensus of opinion that flat locking bars would probably have prevented the wood covers being washed out even if the tarpaulin was ripped.

There appears to be a case for fixing a minimum width of hatch cover.

Central locking bars for each series of covers would appear to be quite as efficient as one at each end, but the end connections call for attention. Locking bars say 6 inches



high appear to be dangerous.

The above remarks may be looked upon as conclusions readily derivable from the evidence given at this inquiry.

Perhaps it would be sufficient to limit their application to small coasters, say up to 300 ft in length.

The quality of tarpaulin used for big hatches in small vessels is of great importance.

Trusting these remarks may be of some interest

I am, Dear Sir,

Yours faithfully

Oliver Arthur.

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Referred to the Chief Ship Surveyor,

*AS*

19 JAN 1925

Also for Mr. Mayne to note



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