

THE "LISMORE" INQUIRY

The Question of Stowage.

From Our Own Correspondent.

DUBLIN, Thursday.

The inquiry was resumed here this morning by Mr. George P. Cussen, District Justice, assisted by Captain J. H. Webb and Captain Louis Brady, master mariners, Mr. F. G. Miller, marine engineer, and Mr. W. J. Wares, naval architect, into the circumstances attending the loss of the City of Cork Steam Packet Company's steamer *Lismore*, which foundered on July 10 last at midnight, when 16 miles off the Hook Head, Co. Wexford.

Mr. E. A. Swayne, K.C., and Mr. Costello (instructed by the Chief State Solicitor) appeared for the Department of Industry and Commerce; Mr. A. K. Overend, K.C. (instructed by Messrs. D. & T. Fitzgerald) appeared for the owners.

Mr. EDGAR PERRY, outside manager to the City of Cork Steam Packet Company, was recalled. Replying to Mr. Swayne, he said that he could not produce any direct evidence to show the weight of the cargo in No. 1 hold. The *Lismore* arrived at Ford's Wharf, Cork, at eight o'clock on July 9, but they did not start to unload her until twelve o'clock. He was not present at the loading at Ford's Wharf, and the weight of the cargo was arrived at from the weights shown in the dockets sent by Fords. These dockets, however, did not show the separate weight of each case.

THE CARGO ISSUE.

Asked by Mr. Swayne if he had ever heard of heavy metal articles like axles being put on the poop deck of a vessel and thus exposed to weather and sea water, WITNESS replied that these were enamelled, and were not likely to be injured by weather. Continuing, he said that he could not clearly remember whether Aughory discussed with him the question as to whether the ship had a list to port as she was leaving, nor could he remember a remark made by Mr. Morris when referring to the list: "It is only a degree."

Mr. SWAYNE complained that the witness was not treating the Court in the way he ought to by saying that he could not remember vital points.

Mr. OVEREND said it was hardly fair to make such an observation and to suggest that the witness was pretending.

WITNESS: I would be very sorry to think I would show disrespect to the Court.

The PRESIDENT: No member of the Court has suggested it, and that ought to be sufficient.

Referring to the cargo of cattle WITNESS said that in No. 2 hold (forward) there were 30 lean cattle and 53 yearlings, totalling 24 tons, and on the main deck lean cattle, 70 yearlings and 53 calves, which weighed 45½ tons; there were 16 sheep and 40 lambs stowed on the after-bridge deck, the weight of which was 1½ tons.

DISTRIBUTION OF WEIGHT.

Replying to Mr. Overend, WITNESS said that the statement he had now produced he had prepared from the consignment notes, and as a result of inquiries which showed as accurately as possible the weights of the different packages in the cargo. He had consignment notes relating to the entire cargo apart from the cattle.

Mr. SWAYNE observed that these notes did not indicate where the cargo was placed.

Replying to Mr. Overend, Mr. PERRY said that he could not tell the exact distribution of weight throughout the various parts of the ship. He could, however, tell in what parts of the vessel the various kinds of cargo were stored.

Answering Mr. SWAYNE, WITNESS stated that if there was a greater preponderance of weight on one side, the list of the steamer would show it.

COUNSEL: You say she had no list?—An almost imperceptible list.

If the ship had a considerable list the only thing to account for it was the wrongful stowage of the cargo?—I should say so.

And if she had the list, the final overturning of the ship would be attributed to that?—Yes; if she left port in that condition, but she did not.

The inquiry was adjourned till Monday.



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