

NO P Y

*for London*

LLOYD'S REGISTER OF SHIPPING.

WELLINGTON. N.Z.

24th. February 1917

THIS IS TO CERTIFY, that I, Archibald Walker, the Undersigned Surveyor, did at the requests of the N.Z. & African Steam Ship Co., Agents, examine the hull and equipment of the T.S.B. "ROSCOMMON", (Gross Tons 7381, Owners, the Union S.S. Co. of N.Z. Ltd., J.H. Squires, Master.).

I interviewed the Master & Chief Officer, and perused the Ship's log which set out, that on the voyage from New York to Australia via. Auckland N.Z., after leaving Auckland, the vessel ran into a moderate gale that steadily increased to a heavy gale, at midnight of 20th. February 1917, the vessel was hove to on account of the heavy racing of the engines and the difficulty of keeping steerage way on. Also that the hawse pipes at deck collars No.1 hatch way and forward ventilator and side light ports were started.

Along with the chief officer, I examined the shelter deck aft. where the water had drained and lodged to the depth of several inches, the water finding its way below where the No.1 hatch was washed away when heavy seas were shipped at midnight.

Considerable damage to the deck equipment was alleged to have been done at the time that the No.1 hatch was washed away as per entry in Official log.

This damage was examined by me along with the Chief Officer and in my opinion, the whole of it occurred at the time stated in the official log.

I recommend that the ventilators and ports damaged be made watertight, that the hawse pipes at deck collars be caulked and payed, and the windlass overhauled.

To save detention of the vessel, that the whole of the repairs be carried out at the final port of discharge in Australia.

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Foundation