

"HEWITT", "CUBADIST" & "MIELERO"

<sup>endorsements + calculations</sup>  
Special correspondence / regarding loss of the above ships  
make interesting reading after a lapse of 40 years and have been  
retained in file complete

The main points in the correspondence have been extracted  
and are given below:-

1. Mr. L. C. A. Lystad of Christiania forwarded translations  
of articles appearing in the "Skibsbygning" N° 3 of  
March 1920 in which the competition existing  
between the various Classification Societies was coupled  
with the loss of the "Mielero" (LR), "Oklahoma" (BV)  
& "Cubadist" (LR). The formation of the Swedish  
Committee is referred to in one article and in  
another Germanischer Lloyd is suggested as the  
best for all shipowners - classification being international

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2. The "Cubadist" & "Mielero" were sister ships built 1916/17  
by Foxe River S.B. Corp 389' x 54.7' x 29.3',  
5800 Gross tons classed 100A1 "carrying petroleum  
in bulk."

Both ships were lost early 1920 on voyage  
Matanzas (Cuba) to Baltimore laden with molasses  
in bulk. The "Mielero" broke in two and <sup>18 of</sup> the crew  
of 40 were picked up after 4 days adrift. The "Cubadist"  
was posted missing in April 1920.

In March 1921 the "HEWITT", built in 1914 by the  
same builders, was also posted missing on a  
voyage Sabine to Boston  
check made of all ships built by these builders and  
conclusion that work of high standard obtained.



3. Investigation on behalf of American Underwriters found that continuous overloading and uneven distribution of deadweight is largely responsible for the breaking of the "Mileo" when in heavy seas prevailing at time of loss.

4. Stresses calculated in London Office:-

1. Vessel in a sagging condition and loaded in the manner reported for the vessel on her last voyage:-

Upper Deck (compressive)	8.85 tons/ft <sup>2</sup>
at Keel (tensile)	7.55 " / "

2. Generally similar to (1) though with a re-arrangement of cargo in accordance with the freeboard assigned:-

Upper Deck (compressive)	3.7 tons/ft <sup>2</sup>
at keel (tensile)	3.15 " / "

5. Regarding the "HEWITT" no information could be obtained as to the cause of this ship going missing but it was known that a large 5 masted schooner, the "Carroll A. Deering", went ashore on the Florida Coast, not far from where the "Hewitt" was <sup>last</sup> heard from, with all sails set & no crew on board. It is possible the two vessels were in collision & the crew of the sailing vessel jumped on board the steamer, thinking that a safer place than their own vessel & that the "Hewitt" foundered with both crews. The schooner broke up too quickly for an examination to be made.



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In the former it refers to it being remarkable that Sweden should have gone directly in the opposite direction to other countries - viz. Norway, Italy, Japan & America, who wished to free themselves of the large institutions of competing countries

The National Institutions in America, Japan and Italy are quite independent of each other ~~as regards~~ but stand united in that all have <sup>adopted</sup> approved British Corporations' technical Rules, which is a compliment to the Scotch Classification Society.

6. There is a letter dated October 1923 addressed to Knut Knudsen O.A.S. regarding a proposed large motor tanker to our class assuring this owner that the <sup>loss of the</sup> three tank steamers mentioned was not due to lack of strength. Reference is made to the loading of tankers being of great importance & that the load is properly distributed when partially loaded. The Committee offer to place their knowledge & experience at the owner's disposal in regard to the loading of this vessel.

The whole correspondence & endorsements & calculations have been retained and <sup>make</sup> ~~are~~ well interesting <sup>worth</sup> reading after a lapse of 40 years