

From the foregoing investigations the following observations are made:-

- (1) The position of maximum bending moment coincides with that observed where the vessel broke, also the sagging condition (1) agrees with the report that "the deck went down amidships, or, in other words, the two ends came up."
- (2) The vessel appears to have been systematically overloaded, to the extent of 1'10" averaging over the draughts of the last three voyages prior to the vessel's loss, and 10½" on the final voyage when leaving Matanzas for Baltimore on 2nd January 1920.

As near as can be seen the rearrangement of cargo in case (2) would convert a previous trim by the stern of 6" into a 2'6" trim by the head.
- (3) Owing partly to the vessel being fitted with separate double bottom tanks, it is not easy to dispose of a full molasses cargo evenly over the vessel's length and yet retain a satisfactory trim.
- (4) By comparison with case (2) the stresses are seen to be 140% in excess of those for case (1) condition, and this bad loading in conjunction with frequent overloading and violence of weather would point to be the principal reasons for the loss of the vessel.

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K.T.A.



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