

Sketch  
also

April 26, 1920.

PRIVATE & CONFIDENTIAL:

Dear Mr. Scott:-

With further reference to recent correspondence in the case of the molasses tanker "MIELERO" - I append below for your private information, an extract from the report made on the loss of this vessel by some consulting engineers here on behalf of some of the American Underwriters who were interested in this case.

You will observe that the loss of the vessel is attributed to the result of continuous over-loading coupled with a very severe condition of loading and exceptional seas:-

"It is reported that on January 26th, 1920, while on a voyage from Matanzas, Cuba, towards Philadelphia, laden with about 1,500,000 gallons of molasses in bulk, the vessel broke in halves in the Gulf Stream about the latitude of Savannah, Ga., during a north-east gale and short heavy sea.

It was further reported that on the above date the Officer on watch states that the vessel shipped three seas in quick succession; that the deck went down amidships or in other words the two ends came up, a heavy crack was heard and as soon as the crew left the vessel she was seen to break in halves in the vicinity of No. 6 tank, which is directly amidships.

The vessel is a single screw steel steamer, with machinery placed aft.

Built at the Fore River Shipbuilding Company, Quincy, Mass., in February, 1917.

Length 389.0 feet. Beam 54.7 feet. Moulded Depth 32.6"

Vessel built for carrying fluid in bulk with nine (9) cargo tanks.

Thirteen (13) W.T. Transverse Bulkheads.

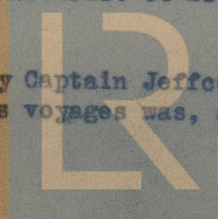
Longitudinal centre line bulkhead extending from cofferdam, frame 46 to fore peak bulkhead, frame 170.

Two (2) decks and continuous expansion trunkway in way of cargo tanks.

Deadweight 8200 tons on Summer draft of 25'0 $\frac{1}{2}$ " and 7920 tons on Winter draft of 24'6 $\frac{1}{2}$ ".

From information obtained by Captain Jeffcott from Log Abstracts, the mean loaded drafts on nine (9) previous voyages was, as follows:-

27'3"  
26'0"  
25'6"



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25'1 $\frac{1}{2}$ "  
26'0"  
26'2"  
25'7 $\frac{1}{2}$ "  
27'1"  
26'6"

An average mean draft over the nine (9) voyages of 26'1 $\frac{1}{2}$ ", which gives an overload on Summer draft (25'-0 $\frac{1}{2}$ " ) of 1'1".

Presuming the last three voyages were made under winter conditions, average mean draft would be 26'-4 $\frac{1}{2}$ ", which gives an overload on Winter draft (24'-6 $\frac{1}{2}$ " ) of 1' 10".

We examined two (2) abstracts of voyages, Matanzas to Philadelphia, November, 1919. Draft leaving Matanzas being 24' 9" forward 25' 3" aft; a mean draft of 25'0" which shows an overload on Winter draft of 5 $\frac{1}{2}$ ". Matanzas to Baltimore, leaving Matanzas, January 2nd, 1920, draft 25' 3" forward 25'7" aft, a mean draft of 25'5" which shows an overload of 10 $\frac{1}{2}$ ".

LOADING OF TANKS:

Measurements taken from top.  
Leaving Matanzas November 26th, 1919.

FORE PEAK:

Empty; capacity 217 tons.

NO. 1 TANK:

Had 6,000 gallons Fuel Oil capacity of this tank, 192,870.

NO. 2 TANK:

Empty; capacity of this tank 247,270 gallons.

NO. 3 TANK:

Molasses 14 feet from top of expansion trunk.

NO. 4 TANK:

Molasses 3' 9" from top of trunk.

NO. 5 TANK:

Molasses 2' 1" from top of trunk.

NO. 6 TANK:

Molasses 3' 4" from top of trunk.

NO. 7 TANK:

Molasses 5' 0" from top of trunk.



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NO. 8 TANK:

Molasses 6' 0" from top of trunk.

NO. 9 TANK:

Empty, capacity of this tank 240,870 gallons.

GROSS BUNKER:

Empty, capacity 929 tons coal.

AFTER PEAK:

About 6,000 gallons Fuel Oil; capacity 78 tons.

From the above it will be noted that the vessel was practically empty at both ends, viz., about 126 feet from aft and about 82 feet from stem; also that top of molasses in No. 3 tank is 14 feet below top of upper deck and as expansion trunk is 8' 6" high this makes cargo 5'6" slack in No. 3 tank.

The cargo being carried in the middle of the vessel covering a length of about 180 feet.

We are of the opinion that the continuous overloading of the vessel and the fact that the dead weight is all carried amidships and not distributed over the entire length, is largely responsible for the breaking of the vessel when the undue and very heavy strain occasioned by the seas, which are said to have prevailed, came upon her.

We are further of the opinion that this vessel has too large a beam for her length considering the cargo which she carries; molasses having a very small cubic for its dead-weight, and that a vessel which is engaged continually carrying molasses should be so proportioned that the weight is distributed more evenly throughout her length.

A sketch showing the distribution of weight in loading this vessel is annexed hereto."

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I might add that as this report was made for other parties I have been asked to treat the matter as confidential for our technical guidance only.

I have not yet been able to obtain any very definite information regarding the sister vessel "CUBADIST", but understand inquiries are still being made. In this case of course, nothing has ever been seen of the vessel or her crew since she was reported last, and I hear that she was posted on an exchange here as a constructive total loss on the 22nd inst.

Yours faithfully,

Andrew Scott, Esq.,

London.