

EDWARD MILTON SELLEX, M.I.Mar.E., will say :-

I am a Ship and Engineer Surveyor to Lloyd's Register of Shipping.

I first became concerned with the "Famagusta" when Mr. H.A.Garnett, the Senior Engineer Surveyor on the London Outdoor Staff, told me about the conversion of the vessel and asked me to make arrangements to carry out the necessary survey on the machinery. He pointed out that the machinery had been constructed under special survey and that I should not require to see that at this time, but a partial examination was made at my request so that I could be satisfied regarding the general condition of the engines and verify their scantlings. This examination was carried out to my satisfaction. I contacted the Owners' Representative, Mr. Lowe, and told him in the presence of the Manager of the Repair Yard that I would require to see the propellers, screw shafts, stern bushes, sea connections and later, the pumping arrangements. I pointed out at this time that Lloyd's Register of Shipping were unable to accept the mechanical rating of the machinery, to which Mr. Lowe replied that he was aware of that and that although the maximum revs of the engine were 1300 R.P.M., he was going to run the engines at 1050 R.P.M., as this would be sufficient and very economical on fuel consumption.

On the 20th and 25th September, 1946, I examined the propellers, screw shafts, stern bushes and sea connections.

On the 10th October I was on board the vessel and asked the Engineer the position with regard to spare gear, to which he informed me that he had plenty. On examination, however, I found that it did not comply with our rules and regulations and asked him what was being done in the matter. He referred me to Mr. Lowe who stated that he had a great deal of spare gear and in fact spare engines were available at his base. I said that unfortunately it did not help me,

but if he could confirm, preferably in writing, to this effect and submit it to the Head Office, I felt sure that they would give him every consideration. I understand that this was done. During the same visit Mr. Lowe asked me if I could give him a decision on the drainage of the fore space. He stated that he wished to drill a few holes in the tank top in way of the duct keel. I asked him if he knew whether the bulkhead at the after end of this compartment continued down to the keel but he appeared to have some doubt about it. I stated that as I was unacquainted with the structure of the ship I was unable to make a decision and that he should take the matter up with my colleague, or, if he were coming to London, to take it up with the Surveyors who were dealing with the alterations. I later heard that a $1\frac{1}{2}$ inch screw down non-return valve was to be fitted and at one stage the Manager of the Repair Yard asked me by telephone if I would accept a 2 inch screw down non-return valve, which I stated was in order but that it must not be less than $1\frac{1}{2}$ inches. This valve was later fitted.

About the 27th December, 1946, the Manager of the Repair Yard 'phoned me and asked if I could come down the next day to see the trial/^{of}pumping arrangements. I said I could not manage that day but that he was to carry out his own test with the Owners and I would follow down as soon as possible and carry out my survey.

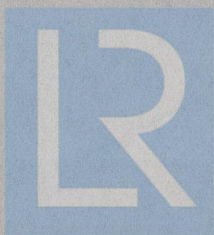
On the 31st December I went down to the vessel and carried out my own test of the main and auxiliary machinery and pumping arrangements under working conditions and I was satisfied that all were very satisfactory. The pumping arrangements consisted of two ring mains, one for Bilge and one for Water Ballast. The bilge main was connected to the



engine room bilge pump, the deck pump and the forward pump, and the ballast main was connected to the deck pump and the forward pump. The bilge main was provided with bilge suction to each of the holds, to the four dry compartments at the wings of the holds and to the main engine room.

Whilst at an engineering works on the 12th March, 1947, I received a telephone message from Head Office asking me to go down to the "Panagusta" lying at Williams Wharf, Dagenham, to examine some special battening down arrangements, my colleague, Mr. Lloyd Roberts, being indisposed. On arriving on the vessel the Captain and Mr. Lowe were ashore but I contacted the Mate and introduced myself and explained my visit. He said he was all ready as he had been expecting Mr. Lloyd Roberts. I examined the battening down arrangements and found them to be in order. I then asked the Mate if there was anything else Mr. Lloyd Roberts wanted to know about or to see and he said "No, everything is in very good order". Shortly afterwards I met the Engineer on board and asked him if he was quite happy about everything, to which he replied that he was. I then left the ship and telephoned the office to say that I was satisfied with my examination and that everything was in order.

That was the last occasion I saw the ship.



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