

CONFIDENTIAL.

Notes on "FAMMOUSTA" Enquiry.

A Memorandum of the case, including a statement from Mr. Lloyd Roberts and Mr. Sellex, be prepared for the consultation with the Society's Solicitors.

The undernoted information to be collected as far as possible, and answers to the following possible questions to be considered:-

1. Structural Strength:- C.S.S. Staff to investigate stress values under actual conditions of loading on the voyage.

The Ministry of Transport may have made similar investigations.

There is at present no information available in this Office regarding the departure condition and details of this may have to be obtained from the M.O.T.

2. Previous service history of the ship after leaving the Builders' Yard.

This might be obtained from the Admiralty, and some information from Builders per Glasgow Office.

3. Voyages previously made by ships of precisely the same type during war service.

4. Any ships of the same type classed with the Society and their service performance.

5. If possible more precise information on the nature and alleged cause of the reported leakage through the fore deck.

6. Was this deck hose tested on completion of alterations and repairs? *Yes*

7. Details of the structure around the hatchways on the fore deck, including welding of deck, ~~and any special battening arrangements fitted to these hatches.~~ *See 17.*

8. Were the Repairers experienced in Welding? *Yes*

9. Information on the movements of the ship and any incidents between the time of the last visit of the Surveyors - March 12th and the date of departure in the light of Mr. L. Robert's memo of June.

10. Were the Surveyors requested to advise on or approve the loading and ballasting for the voyage?

11. Do the Ministry Surveyors in actual practice supervise or advise on the loading and ballasting in similar cases when issuing provisional certificates?



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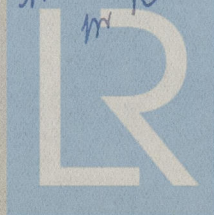
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12. As the Society agreed to issue this certificate at request of Ministry Surveyors, were the same precautions and requirements insisted on as would have been by the Ministry Surveyors and were the Ministry Surveyors consulted in respect of any details of the Survey requirements?
13. Some estimate of the probable stability of the ship in the departure condition.
14. Were the pumps tried, including the suction, and found satisfactory at any time during the Survey? *Yes*
15. Were the Pumping Arrangements as per Rules for full class or what reductions were approved for restricted class? *as approved*
16. Why was shoring fitted on the deck? *To support wings of Boat Deck + how. Bridge*
Was any fitted below the deck or to the shell forward? *No.*
17. The nature of the additional battening arrangements mentioned in London Report. *Canvas covers fitted over small steel hatches & battened down to preclude possibility of accidental slacking of butterfly nuts.*
18. How had the ship behaved on the voyage before encountering the storm? *From reports the storm commenced almost at once on leaving Estuary of Thames.*
19. Did any of the cargo shift before the alleged leakage was discovered?
20. Which was the weather side of the ship in relation to the list when this first took place?
21. As the Society would only assign the limited class A for a restricted service, why was a certificate of fitness for this voyage outside the restricted limits issued, without additional structural reinforcements?
22. Who received and transmitted the 'phone call from M.O.T. outdoor Staff requesting us to undertake issue of Certificate for voyage, and was there any written confirmation - see endorsement 30.12.46.

Answers in above
by Mr R L Roberts

See also attached
memo of interview with
Mr R L Roberts 15.4.48.



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