

## Namagusta

Information given by Surveyor Mr Lloyd Roberts  
at interview 15.4.48

Steel Companionway (which was fitted to replace small access  
hatch to pump room) on port side of deck forward  
was all welded and welded to deck  
(see question 5)

Question 6. - Decks were tested to his satisfaction  
but cannot swear to these testing specially the  
companionway.

2. 7 - Detail plan of this companionway not  
available but may be obtained from Mr Hughes  
Owner Naval Architect.

Extra canvas covers and ballenings 1.5 small  
hatches as per Surveyors report

8 Repairs are experienced in electric welding

9. Vessel stated to have made <sup>two or</sup> three voyages  
between Thames and Boston Lines between  
January & February.

Crew had expressed to Mr Roberts their entire  
satisfaction with behaviour of ship on these  
voyages

Vessel was ~~examined~~ <sup>placed</sup> on grid at Clepton Slipway  
Gravesend in March before leaving on voyage  
when certain alterations were carried out

See Mr Roberts memo. -

The Society's Surveyors were not called ~~on~~  
this occasion

Mr Cook Manager of Clepton Slipway is prepared to see  
Society's Solicitors provided if considered necessary



10. & 12. The Surveyors were not requested to supervise or advise upon the loading and ballasting and they did not at any time consult with the M & T Surveyors regarding the preparations for the voyage.

M & T Surveyor - Mr Roxburgh? attended on board on occasions in connection with survey of life saving appliances etc.

14. Pumping arrangements - stated tested as per Rpt. but see Mr Sellex Engineer =

15. - See Confidential memo re alterations at Clefen Slipway.

16. Shoring on deck to give  $\frac{1}{2}$  additional support to bridge wheelhouse etc.

In view of longitudinal bulkheads and number of transverse bulkheads fitted on the ship it was not considered necessary to fit any internal shoring

17. As per Report & Mr Roberts notes no other copy

18. See answer to 9 above.

Mr Roberts further states that the <sup>majority of</sup> crew appears to be inexperienced

The vessel sailed from the Thames in face of a gale warning - and when a member of the crew called at his house for signing of cable certificates immediately before departure of ship Mr Roberts sent advice to <sup>Captain</sup> ~~Captain~~ not to sail during the gale



Mr Roberts is strongly of the opinion  
that discretionary seamanship was not  
exercised in sailing and navigating  
the ships in face of the bad weather

Note. Similar vessel "Pacundo"  
converted Dublin Dockyard and classed  
B-C. still giving satisfactory service.



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Foundation

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