

CONFIDENTIAL

Answers to Queries Investigated in this Office

See Notes

1. Structural Strength. - Conventional Longitudinal Strength calculations have been made and checked and strength found satisfactory. See memo of results attached.

M.O.T. Officials state that Structural Strength will not be questioned.

2. Previous history of Ship. - Admiralty state privately ship was scheduled for far east, but cancelled due to ending the war. On the voyage (note without the ship fitted to this ship before)

After conversion a voyage from London to Thames to Boston, Lincolns. (See preliminary memo of case).

3. Voyages previously made by this or similar types. See answer to 2.

4. Service performance of any similar ships converted and classed. - s/s "BEAVER" - Classed "A" for service round coast of Great Britain and between the Elbe and Brest" for carriage of non perishable cargoes - classed 12.47. Vessel seen in dry dock 5.48. No adverse reports.

Note. - Similar vessel "SACUNDO" converted at Dublin Dockyard and classed with B.C. apparently still giving satisfactory service.

5. Cause of reported leakage through fore deck:- See deposition of Chief Engineer who alleges: Leakage through cracked welding of deck connection of after Store Room bulkhead and deck connection of companionway.

6. Was fore deck hose tested?

Yes, per Mr. Lloyd Roberts - by him.

7. Details of structure of fore deck round hatchways and connection to Bulkhead.

See approved plan and detailed plan of Companionway.

8. Repairers were experienced in carrying out Electric Welding - per Mr. Lloyd Roberts.

9. Any movements of ship or incidents subsequent to last visit of Surveyors (stated to be 12th March 1947 per London Rpt.114901). Interim Certificate for Voyage dated 13 March 1947. Provision Fbd. Cert. for Voyage dated 13 March 1947. See Lloyd Roberts' Confidential Memo dated 17 June 1947, (copy attached).

See also depositions of Chief Engineer and Captain and Able Seaman regarding alleged leakage when vessel was on the hard at Gravesend and alleged visit there of Lloyd's Surveyors. The following important questions arise:

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Date when ship was placed on the hard at Clifton Slipway, Gravesend?

Did the Owner or Captain request the attendance there of a Lloyd's Register Surveyor?

Did any Lloyd's Register Surveyor actually visit the vessel for any purpose whatever whilst ship was on the hard?

10. The Society's Surveyors were not requested to advise or approve the loading or ballasting of the ship for the voyage (per Mr. Lloyd Roberts).
- 11.
12. The Ministry Surveyors were not consulted in respect of any details of requirements in respect of preparation for the voyage.
M.O.T. Surveyors attended on board at various times to inspect Navigating and Lifesaving appliances in accordance with their duty.
13. Stability: Ministry advise that the stability of the ship is not in question.
14. Yes - per Mr. Lloyd Roberts and Mr. Sellex.
15. Pumping Arrangements in accordance with the Rules. See confidential Report of Mr. Lloyd Roberts 17 June 1947 re alterations to pumping.

Question arising from Chief Engineer's deposition being investigated by Mr. Beveridge, 'E' Dept.

16. Shoring fitted on deck to support and reinforce wings of boat deck and navigating bridge, per Mr. Lloyd Roberts.
No shoring fitted below decks in view of longitudinal bulkheads and number of transverse bulkheads in the ship, per Mr. Lloyd Roberts.
17. Canvas covers fitted over small steel hatchways and battened down to preclude possibility of slacking back of butterfly nuts - as per London Rpt.
18. See depositions of Master etc.
19. No. See depositions of Master etc.
20. Starboard side was the weather side. Vessel listed to port.
21. Structural reinforcements not necessary except to deck items as recommended.

Height of deck above water increased by increase of freeboard from 2'-4 $\frac{1}{2}$ " for classed service in Mediterranean to 3'-0" for the voyage out.

22. See attached memo of information supplied by Mr. Chisholm, Principal Outport Surveyor.



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