

Inq. 1.



ISSUED BY THE
MINISTER OF WAR
TRANSPORT

EXAMINATION ON OATH.

IN PURSUANCE OF THE 465TH SECTION OF THE MERCHANT SHIPPING ACT, 1894
AND 58 VICTORLÆ, CAP 60.

[13]



MINISTRY OF WAR
TRANSPORT
No 2 TRANS

Ronald Archer bump of Davy Cottage, Sunningdale Park,
in the County of Berks being duly sworn,
deposes as follows; namely,

1. That he, ~~being the holder of a certificate of~~, numbered ,
was ~~is~~ *an able seaman* of the *Motor* ship *Lamagusta*,
of the port of *London* of the gross tonnage of *454.20* tons, her
official number being *181.521.*; that the ship was built of *Steel*
at *Glasgow* in the year *1943*, that she was classed by *Lloyds*.
as *100 A1.*, that her engines were of *unknown* horse-power,

C. RCE
~~and that she was rigged as a~~

2. That the ship ~~was~~ *is* owned by *William Bastram Beal-Lowe*.
of *Bingham*, in the *County* of *Kent*.
~~and was~~ *is* under charter to

C. RCE
3. That the ship carried a crew of *12* hands including deponent, and *four*.
~~passengers. The name of the pilot was~~

C. RCE
~~4. That the ship had on board a cargo of~~
~~of the weight of~~ tons shipped by
~~of~~ and consigned to
~~of~~ and that tons of were carried on deck.

C. RCE
5. That the ship sailed from *Sandwich, Essex* on her intended voyage to
Lamagusta in *Cypius* on the *15* day of *March*.
1947, at *about* *noon* m.; that the draught of water of the said ship at the time of sailing was
feet inches forward and feet inches aft.

6. That at the time of sailing as above the said ship was *well found*. *The*
deponent had heard that there had been a leakage, but as Lloyd's Surveyors
had visited the ship he supposed the leakage had been corrected
The deponent understood the leakage was in one of the tanks but he was
not sure which. Lloyd's Surveyors visited the vessel at Gravesend
while she was on the slipway prior to sailing.

7. That the said ship was proceeding on the intended voyage as above stated
and proceeded down by *English Channel*. *All was well.*
In the forenoon of 17th March, deponent went to the forward
store-room for stores. He found the store-room quite dry and no
sign of water about, but is unable to say whether a pump

was running or not. At this time the vessel appeared to be upright. Around 17-18 March, the vessel developed a list to port. Although deponent has no certain knowledge, it was generally spoken of in the ship that at this time she was making water forward. The weather worsened and the list to port increased.

C.

RC16

[Continued on page 4 if necessary].

8. That on Wednesday the 19-day of March 1947, at ^{between 2-3} p.m., the

weather being heavy gale the wind blowing at force — from the

the tide being — with a high sea from the

the said ship was listing heavy to port.

After attempts to get a line over from the "Empire Flower" had failed, it was decided to launch the port boat and take the supernumeraries over in it to "Empire Flower" and then to bring back a rope in an attempt to tow. Deponent was ordered as one of the boat's crew. The boat was launched and put into the water successfully. The

deponent believes that the boat was certified for 12 persons.

Those who got away in the boat are as follows:— M^r. & M^{rs}

Lowe (owner and wife) M^r. Hunter, M^r. Robinson (supernumeraries)

the 2nd engineer, wireless operator, Greaves Jones, Able-

Seaman Abbott, and the deponent and the cook. The 2nd engineer

and Greaves Jones married one set of oars and Able-seaman

Abbott and deponent the other set. Deponent believes

that M^r. Lowe was at the tiller. The occupants of the

boat wore the regulation life jackets. The boat made

straight for the "Empire Flower", which appeared to be

slightly on "Tamagouta's" port quarter. The it was

noticed that "Empire Flower" was moving ahead. The

boat's course was altered by tiller action to follow

the direction of the ship. This brought the boat beam

on to the sea and it capozed. The 2nd engineer,

M^r. Robinson and Greaves Jones swam or drifted toward

"Empire Flower"; the remainder managed to right the boat

but it was waterlogged and all the oars had gone.

Deponent managed to climb the boat as it was alongside

"Empire Flower", the remaining six were clinging to one

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side of the boat. Deponent was holding a rope. Other ropes and ladders were dropped down from "Empire Flower". Mr. Abbott, the wireless operator and the cook who were at the after end of the boat succeeded in grasping a line and were endeavouring to climb up the ship's side, when another heavy sea struck the boat, carried her away and capsized her again. The deponent and wireless operator were successful in getting on board "Empire Flower". The cook was still clinging to the line. The 2nd Engineer was in the water alongside the ship. Deponent saw that Mr. & Mrs. Lowe and Mr. Huntly were clinging to the upturned boat. "Lamagusta" and "Empire Flower" rapidly closed and when they contacted, the boat was caught between them but then drifted away. Able seaman Abbott

[Continued on page 4 if necessary].

9. That services to the said ship were rendered as follows:

[Continued on page 4 if necessary].

10. That in consequence of the aforementioned casualty lives were lost; that the lives of the master crew and passengers (in all) were saved by , the survivors subsisting on board that vessel from to when they were landed at

11. That the loss on the said ship is estimated by at pounds sterling, and on the said cargo at pounds sterling and that the ship was insured in the sum of pounds sterling, the cargo in pounds sterling, and the freight in pounds sterling.

12. That in deponent's opinion the cause of the casualty was to the boat getting broadside on to wind and sea.

and that it might have been avoided

13. That the above statements are correct and true to the best of deponent's knowledge and belief and they have been read over to the deponent before he signed.

R. Longman
Deponent.



sworn at

London.

day of

April 1947.

this

before me

Chas Longman

Officer of Customs and Excise
Officer of the Coastguard
Person appointed for the purpose
under S. 405 of the M.S.A. 1894.

Strike out the words
that do not apply.

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[Continued from paragraph 8. page 3.]

was definitely crushed between the two boats. The boat, whilst being hauled on board released his hold on the rope and fell back into the sea. The last deponent saw of him, he was drifting away astern. Deponent has no definite knowledge what happened to M^r and M^{rs} Lowe ~~or~~ or M^r Hunter, except that they were not picked up.

C.
RAC
Previous to the boat getting alongside "Empire Flower" Able-
Seaman Kelly of that vessel had swum out to the boat with
a line. Someone got hold of the line, but deponent does
not know if the line was made fast or not. Deponent
understands A.B. Kelly lost his life in this wreck.

M^r Robinson was hauled aboard "Empire Flower". The
2nd Engineer and Greaser Jones were hauled out after
the two vessels had contacted and drifted apart.

Greaser Jones was unhurt but the second Engineer was
suffering from a crushed leg.

"Empire Flower" later took off the remainder of the crew from
"Tamagwata" and remained in the vicinity and searched
for survivors for about 6 hours. and then proceeded
to Falmouth.



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