

*Senior*  
STATEMENT OF P. RIDE, ~~CHIEF~~ <sup>Senior</sup> SURVEYOR, LLOYD'S REGISTER OF SHIPPING, OSLO,  
TO BE DONE ON THE LETTER HEADING OF LLOYD'S REGISTER OF SHIPPING.

M.S. "BELPAMELA"

Lost: April 11th. 1947.

I am a Bachelor of Science and have been Ship and Engineer Surveyor to Lloyd's Register of Shipping, Oslo, for 29 years and since 2/1/47 have been <sup>Senior</sup> Chief Surveyor at Oslo. In such capacity, I and my associates attended upon the Survey of the "Belpamela" held at Oslo during May/September 1945. It was a special survey due every four years. The survey is a most thorough one and is very much more extensive than an annual survey.

(X) During the survey, I personally was on board the "Belpamela" frequently and myself inspected the frames in the vessel's holds. I found these frames to be in good and sound order and condition.

*It was found at the time of this special survey that*  
The use of frame clamps or frame clips made fast to the frames of the ship in connection with the loading and stowing of locomotives and the securing of the same for the voyage, during the seventeen years which had elapsed from the building of the "Belpamela" in 1928 until the special survey in 1945, had ~~not resulted in damaged frames being~~ in no way injured the frames of the ship.

I found the "Belpamela" to be a very well kept vessel and on completion of the survey and attendant overhaul, she was in every way in very good condition.

Her frames were not deteriorated and the <sup>entire</sup> hull section of the frames maintained their original form. Her frames are of generous dimensions and with the use of the strong and well fitting frame clamps for securing of cargo, it <sup>is</sup> ~~was~~ <sup>considered it was</sup> in fact, not surprising to find that no damage to the frames had resulted from such service in the heavy lift trade.

Although, as a Classification Surveyor, I am not directly concerned with all means and appliances for the stowage and securing of cargo, I am familiar with the practice in the Belships vessels and it is of interest to the Classification Society that where heavy weights are placed and securing means are required, the parts are suitably protected or suitable for the strain intended. I am satisfied that the method adopted by the Belships vessels of



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arranging substantial fore and aft steel channel angles with oak filling and supporting timber to form foundation for the wheels of locomotives to rest on, is an excellent one and has the effect of efficiently distributing the strain on the double bottom tank top from the heavy weight of locomotives. In the same way, I am satisfied that the main frames of the ship's sides form suitable parts for attachment of lashings.

I should not consider favourably attachment of eye plates or similar means direct on to shell or tank top plating in cases where severe strains could be expected as such direct and local attachment might readily result in the parts giving way ~~and rendering the vessel unsafe~~.

It is ~~usual~~ and customary for frame clamps to be used on bulb angle frames of ships in connection with the handling and securing of ~~any~~ heavy lift cargo and I am of the opinion that the frame clamps as used on the "Belpamela" are of strong construction and form an <sup>efficient</sup> ~~admirable~~ attachment for the securing of athwartship lashings as used for locomotives.

All of the heavy lift vessels owned by the Belships Company Ltd. and its predecessors during their more than 25 years experience prior to the loss of the "Belpamela" have been, and still are, classed with Lloyd's Register of Shipping and the greater number of them, including the "Belpamela", were built under supervision of, and in accordance with, the <sup>Rules & Regulations of</sup> ~~specifications approved by~~ Lloyd's Register of Shipping.

I and my associates have attended upon the surveys on the Belships vessels, when such surveys have taken place in Norwegian waters. I am, therefore, familiar with the methods adopted on the Belships vessels for stowage and securing of locomotives and consider that what is practised on those vessels, ~~admirably provides against disturbance of seaworthiness and at the same time~~ results in ~~very~~ efficient securing and care of that type of cargo.

Although I cannot claim to have complete knowledge of methods adopted in ships of other Lines employed in the carriage of locomotives, it is well known that the Belships vessels are not only specially constructed for such trade, but that they are regarded as the premier and most experienced concern





in the carriage of locomotives, and from personal experience I can say that vessels of other lines periodically engaged in the locomotive trade which I have had to do with, have substantially adopted the Belships method of storing and securing of locomotives and similar heavy lift cargoes.

Oslo,

1949.

During the survey our surveyors examined the "BELPAMELA" throughout, and I also personally visited the vessel, <sup>admiral</sup> generally.

The framing in the vessel's holds was inspected during the course of the survey, and was found to be in good and efficient condition.



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