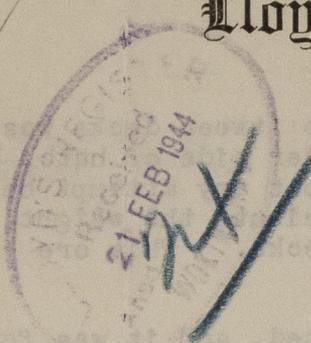


Lloyd's Register of Shipping,

Lloyds Bank Chambers,

Middlesbrough, 18th February, 1944.



Reference

Dear Sir,

s.s. "FORT CARILLON" 7129 Tons gross.
Built - 1943 by Davies S.B. & Repairing Co.

This vessel discharged an iron ore cargo at this port and damage to the second deck hatchway coamings and deck plating has been found as follows:-

- No.2 Hatchway - Side coamings and rider plate fractured completely at mid-length (p & s) in way of weld and deck sagged 18" on the starboard side, and 14 $\frac{1}{2}$ " on the port side.
- No.4 Hatchway - Starboard side bulb angle coaming and deck sagged 1". Port side coaming sagged about $\frac{1}{2}$ ". Coaming plate fractured through weld on the starboard side (rider plate not fractured).
- No.5 Hatchway - Starboard side coaming completely fractured in way of weld, including rider plate. Deck sagged about 5". The port side of the 'tween deck is partially occupied by accommodation. This accommodation excluded cargo on this side and the steel bulkheads contributed to the support of the deck.

The 'tween deck loads were as follows:-

| | | |
|-------------|---|-----------|
| <u>No.1</u> | - | 259 tons. |
| <u>No.2</u> | - | 489 tons. |
| <u>No.3</u> | - | 248 tons. |
| <u>No.4</u> | - | 343 tons. |
| <u>No.5</u> | - | 290 tons. |

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The iron ore cargo in the 'tween decks was piled within about 2 ft. of the under side of hatch beams at the normal angle of repose without any attempt being made to trim the ore so as to distribute the weight over the full area of the 'tween decks. This ore cargo stows at 20 cub.ft. per ton.

The log books were examined, and it was found that the vessel had encountered very heavy weather, wind force 9 and had pounded heavily.

Yesterday a survey was held by the Owners' Superintendent, the Ministry of War Transport Surveyor, Mr. Sutcliffe and myself. Recommendations were made to restore the vessel to her original condition, without any additional stiffening being fitted, as it was considered that the primary collapse of these decks was due to over-loading. Work is proceeding accordingly on these lines.

The Owners' representative, however, requested that the question of additional stiffening of the hatchway coamings be submitted for the consideration of the Committee and we shall be glad to have your advice on this matter.

The s.s. "FORT MINGAN" is completing discharging of an iron ore cargo at this port, and has sustained damage to hatchway coamings of a similar nature to that sustained by the "FORT CARILLON". Both vessels were in the same convoy from North Africa.

We are, Dear Sir,
Yours faithfully,
The Surveyors,

Per:- *A. W. Laskan.*

The Secretary,
WOKINGHAM.

21 FEB 1944



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