TELEGRAMS: „LLOYDREG", ROTTERDAM

TELEPHONE No. 25355 (2 lines)

Lloyd's Register of Shipping,

united with THE BRITISH CORPORATION REGISTER,

RECEIVED
- 9 JAN 1953
ack. 30/1/53
Ansd.

ROTTERDAM, 23rd January, 1953.

Westersingel 106, P.O. Box 701

Reference: Ship

m.v."R.P.S." - sunk 7/1/1953
60' S.W. of Ouessant,

Dear Sir,

I thank you for your letter of the 9th inst. and in reply beg to inform you as follows.

The Master made a statement before "United Dispacheurs" and the Netherlands Government's Shipping Inspection has opened an enquiry. I have had access to the information available at this moment and the following facts emerge.

Cargo Aluminium Ore, which looks like a mixture of gravel and sand. Cargo was wet.

Left Ribadesella 5/1/53 - 19.40 for Rotterdam, draught forward 10'8, aft 12'.

6/1/53 clear weather, wind veering from W. to N.W. Moderate swell. Ship rolling and pitching and working heavily.

7/1/53 Wind N.W. to N. Strong seas - high swell. Ship rolling and pitching and working heavily.
12.15 - slight list to p.s.
Could not sound on p.s. on account of overcoming seas. Soundings upon departure had proved all bilges and tanks dry.
Had occasionally pumped on bilges on account of the cargo being wet.
When list increased slowly tried to pump, but bilge line not working (Cause ~~up to today~~ not investigated).
12.30 - 1st Officer and sailors ordered to go into holds to report on condition of cargo.
13.15 - Chief Officer reports that ± 2 Metres of (not muddy) water found in forehold - moving over the ore cargo which had flattened out to portside.
Reports that nothing can be done to the cargo.
List meantime increased to 20 to 30°.

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LOYD'S REGISTER OF SHIPPING, ROTTERDAM

Date 23rd January, 1953.

Motor stopped - p.s. life boat prepared - saw foreship sink gradually.
Master ordered to abandon ship - and left ship when list 40°.
S.O.S. signals given and contact with Radio Brest.
When rowed 100 Metres away from ship and within 10' from Master leaving, ship sank.
A few moments before (list perhaps 70 - 80°), two heavy explosions heard and a jet like of steam observed, coming from hatch No.2, probably caused by air compressed under the hatches.

Master's statement concludes saying that ship, equipment, maintenance and crew were, upon leaving, efficient for the voyage and for the cargo and that he cannot give an explanation of what happened.

I shall keep you advised.

Yours faithfully,

The Secretary,
LONDON.

0065 2/2

SHIP
ADMIN

Copy 15
Ad(STB) 26/1

Mr Murray.