

COPY.

Lloyd's Register of Shipping.

Port ADELAIDE.

October 11th., 1934.

This is to Certify that

W. D. ACKLAND-HORMAN,

the undersigned Surveyor to this Society did at the request of Gibbs Bright & Company Ltd., Agents for the Owners, attend on board Steel Screw Motor Vessel "VICTORIA", 4500 tons, of Copenhagen, Jacobsen, as she lay grounded on the Tunkalilla Beach.

The Log Books it is seen that this vessel was on voyage from Makatea Haroo, South Australia, with a cargo of 6300 tons of phosphate rock. On 5th October, 1934 at 10.23 p.m. the vessel struck the beach about 5 East of Porpoise Point, South Australia. The engines were immediately full astern and were kept running full astern until 10.27 p.m., but they did not come off. On soundings being taken it was found that the starboard engine was leaking and the collision bulkhead was badly buckled. At 10.30 p.m. the wind caught the hull on the Port side and swung her broadside to the beach. Immediately that was seen the Starboard engine was put full astern from 1.46 a.m. to 2.02 a.m. when it was stopped. Again from 2.02 a.m. to 2.10 a.m. the same engine was running full astern. At 2.10 a.m. the Port engine was put full astern and run until 1.51 a.m., but having no effect on the ship. The Master then wired to Port Adelaide for all possible assistance. It was recommended that Tugs be sent down, also a Diver, and cranes and grabs to discharge cargo. At 5 a.m. on the 6th October the "Victoria" left Port Adelaide for the "Victoria"; at noon on the same date the "Victoria" left, followed by the Tug "Foremost" at 10 p.m. It was seen

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W.D.A.H. 1133

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L.V. "VICTORIA". 2.

On arrival that the "Victoria" was only about 40 yards from the beach, and heavy seas were breaking over her making it impossible to board the vessel, and all communication had to be made by wireless from the Tug "Wato", and tow lines could only be connected by means of rocket lines. At 1 p.m. on the 6th October the Tug "Wato" was connected with the after end of the "Victoria" and pulled until 1.30 p.m. when the tow line broke. On the 7th October the Tugs "Woonda" and "Foremost" were connected with the "Victoria" aft and the "Wato" connected amidships, and all pulled aft from 12 noon until 1.45 p.m. when the "Woonda's" tow rope broke; the "Wato" continued pulling until 1.10 p.m. when her tow rope also broke. At 4.40 p.m. another rocket line was sent aboard and the "Foremost" was connected up amidships, and the "Woonda" and "Wato" aft; These three tugs pulled from 5.50 p.m. until 6.30 p.m. when the "Woonda's" line parted. Owing to the Tug Masters considering it not safe with the present swell and short tow lines, and the ship being dry on a 22' draft operations were suspended and the Tugs returned to Adelaide.

On going overland and boarding the ship by means of a flying fox I found the following:-

On the Port side plating and frames very badly dented in, and on the Starboard side abreast No 3 Hatch plating and frames badly buckled underneath Plimsoll Mark, and plating on top side cracked. All the deck plating was badly buckled. The fore peak leaking and collision bulkhead buckled. On sounding it was found that all tanks and bilges were leaking and the ship very badly strained all over. The Main Engines are out of condition owing to the tank top being buckled up. The ship was abandoned at 1.50 p.m. on the 8th October, 1934.

The services of the Diver could not be availed of owing to the heavy weather spray from the sea going 15 feet over the mast tops.

W. C. Campbell - Gorman

Surveyor to Lloyd's Register.



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