

LLOYD'S REGISTER OF SHIPPING.

PORT Port Elizabeth, South Africa,

10th September, 1934.



THIS IS TO CERTIFY that

I, HARPER McGRAN RICHARDSON,

the undersigned Surveyor to this Society did at the request of, and in company with Messrs. Mitchell Cotts & Co., Agents, Port Elizabeth, and Messrs. Mackie Dunn & Co., Lloyd's Agents, Port Elizabeth, proceed on the steam tug "Ulandi" of this port to a point on the coast known as Chelsea Point 4 miles west of Cape Recife Lighthouse for the purpose of surveying and reporting on the condition of the S. S. "Queenmoor", 4863 tons gross, of London. A. Edwards (Master) whose vessel stranded on the rocks there at 2.15 p.m. 7/9/34 during a dense fog whilst on a voyage from Fredrickstad and Kotka, Finland, and bound for East London and Beira for discharge. The vessel had a full cargo of cut timber under deck and about 98 standards above deck stowed on forward and aft decks.

We boarded the vessel by means of the ship's boat about 12.30 p.m. 8/9/34 and after consultation with the Master and reference to the ship log found that all holds filled almost immediately after stranding. On examination of the vessel, as far as possible, and after taking sounding throughout the ship and alongside the vessel, found that all compartments including Engine Room and Stoke hole were flooded to sea level and the water rising and falling inside the ship (especially in cross

bunker), with the swell alongside, indicating the extensive damage sustained to tanks and hull underneath.

The Chief Engineer stated that the Engine room filled up to sea level in less than an hour. The sternpost is also carried away close to Top Gudgeon with the rudder forced away to Port.

The vessel is now lying firmly wedged on the rocks and appears to be embedded and set up most under the Bridge. She is lying with her head South 89 degrees East on Standard Compass and about $\frac{1}{4}$ mile from the waters edge at low tide and with a list to starboard about 12 degrees. The immediate shore extending for a mile or more in each direction is all high boulder like rocks.

From examination made and taking all circumstances into consideration, I am of the opinion that the vessel is so badly strained and has received such structural damage to hull underneath that it would be worthless to attempt salvage of the ship.

The Cargo of timber above decks and in the atween decks still remains dry, sound and in good order and may be readily handled and discharged into lighters alongside.

The Cargo in lower holds (now under water) must be considerably swollen, which must render the work of salvage difficult when it comes to breaking stowage underdecks.

With the exception of a reef of rocks extending from stern to fore end of No. 1 hatch on Port bow (showing a wash at low tide), there is sufficient good depth of water close alongside the ship on both sides to allow lighters making fast



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for the discharge of the cargo.

Under the above circumstances, I consider it practicable and profitable to salve all the cargo by discharge into lighters alongside. Every effort should be made to commence this work immediately as the vessel is lying with Starboard broadside exposed to sou west swells which springs up very rapidly and run in strong with the westerly winds around this part.

We returned from the wreck about 4.30 p.m. with 5 members of the ship's crew and one life boat in tow. The Master and remainder of the crew returning by the Harbour Tug, Sir David Hunter, who also had one life boat in tow.

Since the date of my visit to the wreck application has been made to the Harbour Authorities here to furnish lighters and tugs for the salvage of the sound cargo and definitely refused. In view of these circumstances, I considered the question of salvage by means of aerial from the shore and find that anything in this line would be very expensive to secure and take much valuable time to erect, in addition to the fact that it would be very slow work, and scarcely warrant the expenditure.

It is to be regretted that the Harbour Administration could not see their way clear to assist in the Salvage of the sound cargo above water. The only step now is to face the risk of bad weather setting in and washing the deck cargo overboard and apply to private sources at other centres for the necessary salvage assistance.

DATED PORT ELIZABETH, SOUTH AFRICA, this 10th day of SEPTEMBER, 1934.

Survey Fee: Ten Guineas.

