

LLOYD'S REGISTER OF SHIPPING.

PORT ELIZABETH.



THIS IS TO CERTIFY that

HARPER MCGRAN RICHARDSON

the undersigned Surveyor to this Society did at the request of Messrs. Mitchell Cotts & Co. and Capt. A. Edwards, Master, attend in connection with the stranded S.S. "Queen Moor" from the date of my report 10/9/54 and have to report as follows:-

Owing to the refusal of Harbour Authorities to assist in salvage of the deck cargoes or loan lighters under any condition for this purpose, nothing could be done until tenders were received from private sources at other centres, as advertised through the press.

During a visit to the locality of the wreck, it was observed from the shore that a few planks of the fore deck cargo were loose, and weather conditions not looking favourable, it was decided to endeavour to board the vessel, and further secure the deck cargo with extra lashings. A tug was arranged and the Masters, Officers and Crew turned out at 6 a.m. Wednesday, 12th. This had to be cancelled, however, on account of increasing swell making it unsafe to make contact with the ship.

THURSDAY 13th:

The Sou-west swell had not subsided any and the ship lying swaying about 3 feet from side to side on the pivot of



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rocks under bridge. It was also observed through Binoculars that the bulge on port side plate, abreast of bridge, had increased and that a fracture appeared on the same side abreast of the fore end of No. 3 hold.

FRIDAY 14th:

Sou-west swell had increased. During the night the vessel had swung around about 30° with bow heading about S.S.W. and the fracture on Port side opened a few inches.

SATURDAY 15th:

Sou-west swell continued to run in about equal force until the afternoon, (full tide) when it got much worse. The decks were continually swept with heavy seas and apparently the wire lashings securing the deck load had at last carried away allowing practically all deck cargo forward and aft together with some hatches to wash overboard and come ashore on the rocks.

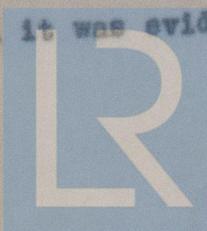
SUNDAY 16th:

Vessel swept all day with heavy seas, fracture at fore end of No. 3 hold port side had widened considerably.

About 60 natives employed collecting and stacking the cargo close to Customs Camp alongside roadway. Estimate about 60 tons in good condition and about 40 tons chafed and broken.

MONDAY 17th:

Fearing the vessel had received heavier damage from the swell during the night made an early visit by road. Immediately after my arrival 6.50 a.m. the stern part of the vessel took a heavy lurch to port and back to starboard, this continued for a few minutes and it was evident that the hull



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hull had now completely severed at fore end of No. 3 hold. A few minutes later the stern part swung clear to port at fore end apparently pivoted on a rock near the stern post. The cargo in lower hold and atween decks is protruding about 6 ft. from the fractured end of the stern portion. The bow is much lower in the water, having ground herself further down over the rocks. The position as it stands now makes salvage by sea or floating craft much more difficult on account of the ship's shortened length and the fact that the stern part having moved clear away to port makes it almost impracticable to get craft alongside the lee (or port) side unless on very calm weather.

If the swell continues, the broken off stern portion of the ship is now liable to disgorge her cargo under deck at any moment without aid. Native labour engaged on the work of recovering the cargo from the rocks was increased, and by dusk nine stacks of timber in varied sizes and condition were built up alongside the roadway, which I estimate in all about 400 tons.

The Agents and Captain advised me that Lloyds Agents had accepted Salvage tender and had instructed them to discontinue collection of the cargo and discharge the labour engaged by them and leave all remaining cargo on rocks to come under the term of salvage contract.

In my opinion the only satisfactory means of salving the cargo is to assist the sea in the destruction of the Hull which would liberate all swollen cargo underdecks to float ashore as in the case of the deck cargo.

Apparently the abandonment of the ship has not yet been accepted in London so that before this step is undertaken it will be necessary to obtain authority from the parties

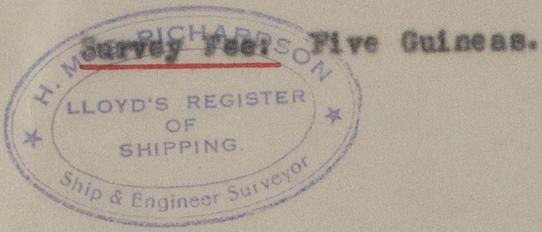


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concerned for the destruction of the Hull to save the cargo,  
which would in my opinion be for the benefit and best interest  
of all concerned.

DATED at PORT ELIZABETH this 18th day of SEPTEMBER, 1934.



*H. M. Richardson*  
SHIP AND ENGINEER SURVEYOR  
LLOYD'S REGISTER OF SHIPPING.



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