

CENTRAL 6610.



Lloyd's Register of Shipping,

Ocean Chambers, Lowgate,

Hull, 24th December. 1929



Dear Sir,

In reply to your letter 'D' of the 20th instant regarding the mishap which occurred at the launch of the steamer "HOLME FORCE" at Goole, I have to inform you that the circumstances were as follows:-

The launch was timed for 9.15 a.m. on the 19th instant and the vessel proceeded down the ways but stopped with more than half her length in the water.

Fresh ways were erected under the fore end and a tug held on to the stern against the tide.

Attempts were made by the tug and another - which has been engaged to tow the hull to Sunderland where engines were to be fitted - to haul her off.

In doing so the vessel's head slipped off the ways which spread and allowed the stern to settle awkwardly on the timber and river bank. Further attempts on this tide failed to bring the vessel off and were then abandoned, the tugs holding on to the stern in the meantime.

The vessel was finally got off at 1.45 p.m. on the 20th instant by one of the tugs.

I recommended the vessel to be examined in dry dock

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Poop Deck, Angle, [] or []

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before proceeding from Goole to Sunderland and she was duly visited in Goole No.1 Dry Dock on the 23rd instant by Mr. J. Kennaugh, representing the Owners, Mr. R. Meek for the Underwriters, the Builders and myself.

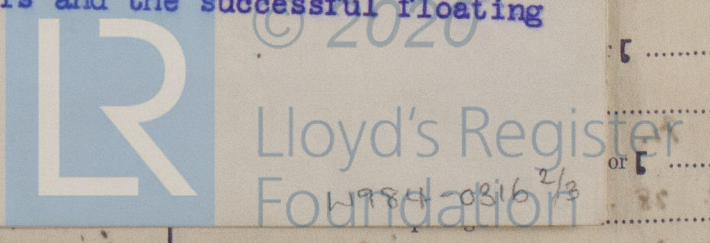
The damage was found to the bottom at a point below the short bridge and consisted of two keel plates and six bottom badly being badly set in, in local places due to the bottom resting on the concrete walls forming a well at the end of the launching berth. Three lines of sights were set up under the bottom from end to end and the bottom was found to be fair and not distorted over the length.

Arrangements have been made to renew all damaged plates, to examine the double bottom tanks internally for any further damage, to test all tanks excepting the after peak tank and for all riveting throughout to be examined and thoroughly hammer tested. It seemed clear that at no time during the launch had the stern of the vessel rested on the bottom of the river.

No sign of stress shewed on the upper raised quarter decks amidships at the first examination and no distortion was found in way of the diaphragms at the break of the raised quarter deck.

The main part of the vessel appears to have been waterborne from the time when the vessel first stopped on the ways.

This launch was not witnessed due to a survey at the Thorne shipyard having been arranged previously but the efforts to get the vessel off were watched during four hours and the successful floating of the vessel witnessed.



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Excavations have been carried out at the waterside of this shipyard for some months and may not have been without effect on the tidal and current conditions.

A further survey will be held at No.1 Dry Dock after the removal of the bottom plates affected when Mr. Demarest will also be present to examine the vessel, and a further report will be forwarded in due course.

I am, Dear Sir,

Yours faithfully,

M. Malcolm

The Secretary,

LONDON.E.C.3.



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Referred to the Chief Ship Surveyor.

27 DEC 1919

LONDON E.C.3.

THE SECRETARY

be charged

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and this vessel.

it will be

the Owners

Yours faithfully,

I am, Dear Sir,

enclosed in the course

of the vessel, and a further report will be

made to the Chief Ship Surveyor when the vessel is

next at the dock after the

completion of the

work and may have been seen without effect on the

vessel and the certificate of this

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