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REC'D
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Made
Date
1912
Sec.
previous Paper.
35192

S. Goth

Sends Surveyors report on complaints made re accommodation to

~~Mr. D. H. ...~~ Dr. G. Fiddle

If the state of things described in 33159 & 33790 is to accommodate with the B.P.F. Regulation, all I can say is that it would appear to an outsider that these Regs. were unworkable. Whether the B.P.F. say, I should have thought that a Cabin Space of 6 ft x 6 was not sufficient for 2 first class passengers on a tropical voyage, but a Cabin Space of 8 x 9 ft 4

Copy

Subsequent Paper

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H. J. H.

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shown
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C. O. 13
38725
REC^d
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Any further communication should be addressed to—
**THE ASSISTANT SECRETARY,
(MARINE DEPARTMENT),**
And the following letter and number should be quoted—
M. 51630/12.
Telegraphic Address.
**BOARD TRADE, MARINE,
LONDON.**

**MARINE DEPARTMENT,
7, WHITEHALL GARDENS,
LONDON, S.W.**

6th December, 1912.

Sir,

With reference to your letter of the 4th November
(No. 33159/1912) respecting the accommodation on board
the S.S. "Goth", I am directed by the Board of Trade to
transmit for the information of Mr Secretary Harcourt
the enclosed copy of a report from one of their Survey-
ors who was instructed to visit the vessel for the pur-
pose of investigating the various questions raised in
the correspondence enclosed in your letter under reply.

§

I have the honour to be,

Sir,

Your obedient Servant,

W. H. Frank

The Under Secretary of State,

Colonial Office,

S. W.

Report of Board of Trade
Surveyor.

C.O. 13
38725
REC^d
REG^d 7 DEC 12

As instructed I visited the S.S. "Goth" in the East India Dock on the 13th and 14th instant with reference to the statements contained in the letters of complaint from official and non-official passengers and dated 6th and 30th September respectively; and now beg to submit the following report :-

(Paragraphs 2, 3 & 4 of letter dated 6.9.12.)

The S.S. "Goth", O.N. 98866, was built and engined by Messrs Harland and Wolff at Belfast in 1893 under the Board's Survey for a Passenger vessel. She has been granted a Foreign-Going Passenger Certificate, and has been employed in the service between the United Kingdom and South Africa up to the time of being placed on the East African run about 2 years ago. Since the amalgamation of the Castle Line and the Union Line in 1900 she has been what is known as an "intermediate steamer", that is, such as is described in Clause I of the agreement attached to these papers.

The Passenger Certificate in force was issued in August last, the Survey being carried out at Southampton, to expire on the 29th July, 1913. This certificate is for

74	First Class Passengers
56	Second " "
233	Third " "

and 116 crew.

I have inspected all the 1st and 2nd Class accommodation and all the cabins are of a reasonable size, and

quite

quite as large and well fitted as is usual in similar vessels. The various cabins are, in the 1st Class, fitted for 2, 3 or 4 persons, and in the 2nd Class for 2 or 4 persons.

There were 60 Stewards on board at the time, I am informed.

(Paragraphs 5, 6, 7 & 8 of letter dated 6.9.12 and " 6, 7 & 8 of letter dated 30.9.12.)

An electrically driven fan was provided for each cabin in the 1st Class accommodation, and, I am informed, that a few spare fans are to be supplied to the vessel before she sails again. The matter of fans, smoke room, ladies saloon, and awnings are not, however, such as come within the scope of the survey of passenger ships.

The area of promenade deck for the use of the 1st Class passengers is approximately 2178 square feet and for 2nd Class 1176 square feet which is, I submit, ample for the numbers certified. The arrangement of the 2nd Class promenade deck on the after end of the bridge deck and separated from the 1st Class promenade by a rail only, has been so since the vessel was built and was never part of the 1st Class deck area.

The lavatory accommodation in the two classes is as below :-

First Class. Gentlemen on port side in bridge space, 3 W.Cs, 2 urinals and 3 baths.

Ladies. Centre of vessel in bridge space. 2 W.Cs and 2 baths.

First

First Class. Gentlemen. At extreme end of vessel on the upper deck abaft the accommodation in poop. 3 W.Cs and 2 baths.

Second Class. Gentlemen. On the main deck starboard side abaft of engine room bulkhead. 2 baths. And on the upper deck on the starboard side in bridge space. 3 W.Cs and 2 urinals.

Ladies. On the main deck, port side, abaft engine room bulkhead. 3 W.Cs and 1 bath. It will be noted that the number of W.Cs in each case is in excess of that required by the regulations.

The complaint being from 1st Class passengers the following particulars are furnished as possibly bearing on the cause for dissatisfaction. The Office record for declaration issued February, 1902 (the earliest at Mark Lane) shows that the vessel then had

51, 1st Class passengers on upper deck and

60, 2nd Class passengers on main deck,

this contained unchanged up to August of this year when alterations were made such as to give accommodation for,

57, 1st Class on upper deck in bridge,

17, 1st Class on upper deck in poop, and

56, 2nd Class on main deck.

The poop up to this time had been solely for 3rd Class passengers but it was now divided by a longitudinal bulkhead and provision made for 17 first class passengers on the starboard side and a lounge amidships.

On the port side are cabins for the ships officers opening off the alley way which also gives access to the 3rd class accommodation below the poop.

The 1st class passengers berthed in the poop could only reach the dining saloon and promenade deck amidships by walking along the open deck, and I am of opinion that the chief cause of complaint has been a matter of "caste", the portion of deck between the poop and bridge being the airing space of the 3rd class passengers berthed below the poop. No doubt the 1st class passengers in the poop considered they had a grievance in having to rub shoulders with the 3rd class people in their passage to and fro, as compared with their fellow passengers berthed in and on the bridge. The temperature obtaining for a considerable period of this voyage was abnormally high, I am informed, and so added to the discomfort of those on board, but, all things considered there is nothing in the long series of objectionable features which is contrary to the Rules and Regulations for the Survey of Passenger Ships.

The smallest 1st class cabins in each different part of the vessel are as under :-

On Bridge deck.

No. 3 & 4 Cabin - 9'3" x 7'1", for 2 persons.

On Upper deck.

No. 13 & 14 Cabin - 5'9" x 6'1", for 2 persons.

No. 9 & 10 Cabin - 6'5" x 6'1", for 3 persons.

No. 43 & 44 Cabin - 6'1" x 9'6", for 2 persons.

In

In Poop.

N Cabin. - 8'9" x 4'7", for 1 person.

R Cabin. - 8'4" x 9'0", for 4 persons.

§