

Blo rept No. 11369



La correspondencia
debe dirigirse a los
Inspectores.

LLOYD'S REGISTER OF SHIPPING.

UNITED WITH THE BRITISH CORPORATION REGISTER

OFICINA PRINCIPAL: FENCHURCH STREET, 71, LONDRES, E.C.3.

Calle de Ibañez de Bilbao, 22,

Apartado de Correos No. 286, Bilbao

Telegramas: Register, Bilbao.

30 MAY 1953.

Teléfono: 16139

S.

Dear Sir,

S.S. "CABO QUINTRES"

Ans'd.....

26th May, 1953.

In reply to your classing letter of the 12th inst. we have to inform you that the salvage tugs "SALVATOR" and "HERCULES" abandoned the salvage of the vessel, leaving Bilbao on the 16th inst.

Due to swell produced nearly constantly in the place of the coast where the vessel is grounded, the divers of both tugs could not work.

We enclose herewith copy of report given by the divers of the "Salvator" after his first inspection.

Subsequently, the Owners continue taking cargo from the vessel and they hope, weather permitting, to salvage the ship.

Mr. Turpie and myself visited the vessel on the 7th inst. and could see Forecastle, Bridge, Poop and Upper Decks, part of No.1 Hold 'Tween deck, and bunkers 'tween deck.

In our examination we found no clear fracture, the only sign of movement noted was at the upper deck abreast after end of No.2 hatchway. The vessel gave no sign of weakness.

By information taken on board, the vessel was flooded in the following order: When grounding immediately No.1 hold, and forepeak tank through piping; then, No.2 hold, later (perhaps 24 hours or more) boiler and engine rooms through water tight doors in fore bulkhead of boiler room.

Water level in engine room might be maintained at a low state during some time, working the main engine and circulating pump through false injection.

When the boilers and main engine could not work any more, the water came into the after holds.

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through after bulkhead of engine room and finally overflowed this compartment. After peak was well conserved. In these conditions was found the vessel at the time of our visit.

On the 9th inst. I again visited the vessel found her in the same conditions as previously, with the difference of being more or less submerged, in accordance with the hight of the tide.

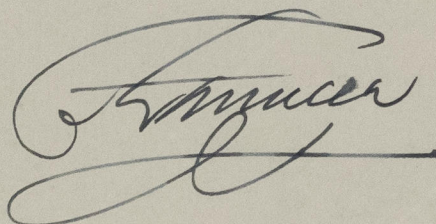
In this day the diver of the tug "Salvator" made the inspection, and on board I had to act as interpreter to translate the report and conversations between Owners' Inspectors, Underwriters and Captain of the salvage tug.

In our opinion the salvage will be a difficult, if nor impossible, matter. In case of bad weather from North or Northwest, the vessel will be beaten by the sea violently in the place of the coast where she is grounded.

We enclose 2 newspapers where the vessel can be seen grounded.

If further salvage work is undertaken a further communication will be made.

Yours faithfully,



The Secretary,
LONDON.



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CLASSIFICATION

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R. J. A.
P. J. A.

Copy to POAS.

Wait further news regarding salvage. - J. B. 3/6.



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