

*Summary of Letters*  
*Figures in Red are the*  
*page numbers of the letters*  
S.S. "LA CRESCENTA".  
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- 26.3.35. Board of Trade advised the Society that steps were being taken for holding a Formal Investigation into the loss of this ship, which sailed from Port San Luis (California) on 24th November 1934 bound for Shimitzu and Osaka, and has not been heard of since 6th December 1934.
- 10.4.35. <sup>4</sup> Board of Trade requested information regarding :-
- (1) Annual Survey held at Yokohama in October 1934, and also regarding the condition of two boilers, and a general enquiry as to the condition of the hull and machinery.
  - (2) From the Kobe Surveyor, whether he visited the ship in dry dock on or about 24th August 1934, and what repairs were effected, and a general enquiry as to the condition of the hull and machinery.
  - (3) From the Surveyor at San Luis, who surveyed one of the boilers at San Luis in October or November 1934, whether any repairs were effected to this or the other two boilers, or to the machinery or hull, and whether he had any knowledge of water being found in the starboard double bottom oil fuel tank. Also how many times the boiler under survey was filled for testing or other purposes, and on what dates.
- 17.4.35. <sup>15</sup> Enquiries sent to Yokohama, Kobe and Los Angeles regarding above.
- 18.4.35. <sup>14</sup> Board of Trade advised.
- 23.4.35. <sup>18</sup> Board of Trade acknowledged above letter.
- 6.5.35. <sup>20</sup> San Pedro Surveyor forwarded a statement, dated 4.5.35, by Mr. Dupuy, who was the acting Surveyor who surveyed the vessel in November 1932. He inspected the after boiler,

6.5.35  
(Contd.)

and set the safety valves of all three boilers. No comment was made as to the condition of the vessel or equipment, and as there was only 24 hours between the examination of the boiler and the setting of the safety valves there could have been no trouble. Nothing was said about water in tanks, but when leaving he saw some scattered rivets being caulked in the forward port shell near the light load line.

7.5.35.

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Kobe Surveyors stated that the vessel was not examined by the Surveyors on or about 24th August 1934, but they had ascertained that the vessel was in dry dock on 24th and 25th August, but Surveyors were not called in.

22.5.35.

24

Nagasaki Surveyor stated that his examination in October was confined to part of main boilers, and the annual freeboard survey. He had no reason to suspect that anything in the hull or machinery was defective.

18.6.35.

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Board of Trade were advised regarding the reports received from Yokohama, Kobe and Los Angeles.

19.6.35.

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Board of Trade acknowledged receipt.

16.7.35.

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Board of Trade asked for copy of last special survey report, dated November 1933, and reports of all subsequent surveys.

They also asked regarding the Society's letter of 18.6.35 if there were reports from Surveyors at Japan and Los Angeles which could be put in evidence.

18.7.35.

39

Board of Trade were advised that photo copies of the reports asked for were being sent, but they were advised that the special survey No. 2 was commenced at Barry in 1930 and was completed at Falmouth in 1932.

They were also advised that letters only had been received from Yokohama and Los Angeles, but copies of the

18.7.35. original reports received from these ports were sent.  
(Contd.)

Certified copies of the following reports were sent :-

Barry	Rpt.21420	- September 1930	- Hull and machinery
Curacao	" 350	- January 1931	- Machinery
"	" 367	- February 1931	- "
Liverpool	" 98508	- April 1931	- Hull and machinery
Falmouth	" 7612	- January 1932	- " " "
"	" 7659	- February 1932	- " " "
Bordeaux	" 4289	- April 1932	- " " "
Sunderland	" 31000	- August 1932	- " " "
Milford	" 4771	- April 1933	- Machinery
"	" 4821	- August 1933	- "
Swansea	" 20056	- November 1933	- Hull and machinery
Yokohama	" 5378	- October 1934	- Machinery
Los Angeles	" 1698	- November 1934	- "

19.7.35. Board of Trade acknowledged receipt of Society's  
40 letter of 18.7.35.

22.7.35. Certified copies of the reports dealing with freeboard  
42 were sent to the Board of Trade, as under :-

- (1) Report C.11 of freeboard survey dated February 1932.
- (2) Freeboard assignment letter, dated 18th March 1932.
- (3) Letter from Owners desiring assignment of cargo freeboards, dated 13th May 1932.
- (4) Computation of cargo freeboards dated 16th May 1932.
- (5) Amended assignment letter dated 16th May 1932.
- (6) Freeboard certification form and memorandum attached, dated 27th July 1932.
- (7) Annual survey report, dated 2nd August 1933.
- (8) Annual survey report, dated 23rd October 1934.

23.7.35. Board of Trade acknowledged receipt of Society's  
43 letter of 22.7.35.

24.7.35. Board of Trade asked for an affidavit from the  
45 Yokohama Surveyor regarding the annual survey held on 23.10.34.

29.7.35. Yokohama Surveyor was advised regarding the above  
57 request, and Board of Trade were informed.

30.7.35. Board of Trade acknowledged Society's letter of  
58 29.7.35.

25.7.35. Board of Trade enquired:  
59

- (1) Regarding origin, nature, position and dates of defects which necessitated welded repairs to stem

- 4 -

(25.7.35)  
(Contd.)

plate Fl P, and to plate E4 P, counting from the stern.

- (2) Why plate Fl S. was cropped and part renewed (Sunderland Report dated 5.8.32), and whether the defect necessitating this renewal had any connection with the defect which necessitated the welding to plate Fl P.
- (3) With reference to buckling of deck and topsides referred to in Boardeaux Report, dated 27.4.32, it had been reported that soundings when ship was aground showed 18'-0" at each end and 12'-0" amidships. This should produce hogging and not sagging. Surveyor should be asked when buckling first occurred and what in his opinion was the cause.

(30.7.35)  
65-75

Surveyors at Barry, Sunderland, Falmouth and Barcelona asked for their remarks regarding above enquiries.

31.7.35  
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Barry Surveyors stated that Mr. Chapman had made only one visit in September 1930, and could not furnish any information.

1.8.35  
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As Mr. Munro, who is now in Kobe, had carried out the bulk of the above survey, an enquiry was addressed to Kobe Office asking for Mr. Munro's remarks.

2.8.35.  
82

Mr. Scullard (Falmouth) stated that plate Fl P. was found fractured in way of a side stringer in June 1930, and was efficiently welded. It was a panting fracture. Plate E4 P., which was previously repaired in September 1928, is in the engine room in the vicinity of a web frame bracket shell lug, and was re-welded

6.8.35.  
84

Falmouth Surveyors were asked what was the size of the original fracture, and whether it had increased in size.

7.8.35.  
85

Falmouth Surveyors replied that the fracture was about 2 inches in length and the final weld would be about 3 inches

There was no extension of the weld.

- 6.8.35. <sup>91</sup> Barcelona Surveyor stated that he did not see the vessel when aground, but examined it when afloat and observed the buckling of the deck.
- 12.8.35. <sup>93</sup> Mr. Caldwell (Sunderland) stated that plates Fl P and Fl S. were renewed on account of new fractures.
- 16.8.35. <sup>96</sup> Mr. Caldwell (Sunderland) stated, further to above letter, that the fractures to shell plates Fl P and S were attributed to the damage and had no connection with the fracture on Fl P, which had been welded at Falmouth in June 1930.
- 15.8.35. <sup>105</sup> Board of Trade requested further copies of reports, and copies of Mr. Caldwell's (Sunderland) letter of 15th August 1932 for attachment to Sunderland report 31000. They also stated that the following Surveyors would be required to give evidence :-
- D. Chapman (Barry)  
A.W. Jackson  
R. Batchelor  
R. Moffitt  
M. Caldwell.  
J. Stocks  
J.E. Sellex  
W. Watt.
- The Board intimated that they would send copies of all documents which are to be put in evidence, and copies of the questions to the Society's Solicitors.
- 16.8.35. <sup>107</sup> Board of Trade letter acknowledged.
- 19.8.35. <sup>102</sup> Board of Trade advised regarding replies from Falmouth, Sunderland, Barry and Barcelona.
- 20.8.35. <sup>103</sup> Board of Trade acknowledged receipt of above letter.
- 21.8.35. <sup>132</sup> Board of Trade forwarded a copy of a statutory declaration by Samuel Frederick Marks, who was a fireman on the last voyage but one. This referred to water

21.8.35. entering by the fidley, door in after bridge bulkhead not  
(Contd.) watertight, broken ventilators which were not plugged,  
chipping hammer going through steering gear house, repairs  
to shell rivets near waterline, 100 feet from the port bow,  
and buckling of the deck about 15 feet abaft the main  
bridge for a length of 20 feet. There was a series of  
waves about one inch high and when the vessel was loaded  
the waves were about four inches high.

26.8.35. Board of Trade advised that Surveyors were being  
137 asked for their remarks regarding the above. They were  
also advised that it was difficult to visualise a series  
of buckles in the deck plating four inches high between  
the beams over a length of about 20 feet.

26.8.35. 139 Mr. Macdonald (Nagasaki) asked about items in above  
and 27.8.35. 140 declaration.

23.8.35. Copies of reports requested in the Board of Trade  
letter of 15.8.35 sent to the Board; copies of the following  
additional reports were also sent:-

Falmouth 6861, dated September 1928 - Hull & machinery  
" 7216, " June 1930 ) " " " "

24.8.35. Board of Trade asked for more copies of reports, and  
116 these were sent on 27.8.35.

28.8.35. Board of Trade forwarded copy of capacity plan, and  
118 this was acknowledged on same date.

16.9.35. Board of Trade advised <sup>this office</sup> that from the information  
141 available the fractured forward portion of plate F.1 P. was  
cropped and part renewed, and a broken scarp in the seam  
of plate F1 S. was electrically welded. (The Sunderland  
Surveyors reported that these were renewed). They requested  
that the Surveyor be asked to verify what was done, and to  
forward a signed statement.

- 19.9.35. Mr. Caldwell (Sunderland) stated that Sunderland  
<sup>144</sup>  
<sup>145</sup> Report 31000 should be amended.  
"Fl S. cropped and part renewed" should read "Fl P. cropped  
and part renewed".
- 20.9.35. Sunderland Surveyors were asked for more precise  
<sup>147</sup> information.
- 26.9.35. Mr. Caldwell (Sunderland) reported that his report  
<sup>148</sup> should be amended as stated in his letter of the 19.9.35.  
He had no notes regarding the renewal of Fl S, nor could  
he recall to memory any defects in or repairs to this plate.
- 27.9.35. Copy of Mr. Caldwell's letter of 26th sent to Board  
<sup>151</sup> of Trade.
- 28.9.35. Board of Trade stated that a copy of Mr. Caldwell's  
<sup>152</sup> letter would be attached to his report.
- 23.8.35. Mr. Munro (Kobe) replied to Society's letter of 1st  
(Recd.  
12.9.35.) instant, that the fracture of E4 P. was a small panting  
<sup>154</sup> crack in way of the side stringer in machinery space, but  
he could not remember details.
- 16.9.35. Copy of Mr. Munro's letter sent to Board of Trade.  
<sup>158</sup>
- 12.9.35. Board of Trade requested on 'phone a copy of report  
<sup>159</sup> on masts, spars and rigging referred to in Falmouth Report  
7612, dated January 1932.  
This was sent same date and acknowledged on 13th.
- 17.9.35. Board of Trade called attention to an apparent  
<sup>161</sup> discrepancy in the Falmouth and Kobe statements regarding  
the fracture of plate E4 P.
- 18.9.35. Board of Trade advised that the apparent difference  
<sup>163</sup> referred to above was due only to a difference in terms used.
- 19.9.35. Board of Trade replied that no further action was  
<sup>164</sup> required regarding the above.

23.9.35.  
(Recd.18.10.35)

167

Mr. Macdonald (Nagasaki) replied to Society's letters of 26 and 27.8.35 regarding the declaration made by Mr.

S.F. Marks. He states :-

(1) The annual freeboard survey was fully carried out, and no repairs were asked for or considered necessary.

(2) The stokehold casings, gratings and closing plates were in satisfactory condition.

(3) Regarding door in forward end of after bridge, all doors were sufficiently tight for all practical purposes.

(4) Ventilators referred to by Mr. Marks were not seen by him.

(5) He never saw a hole in the plating of the crew's companion.

165

Mr. Macdonald also forwarded an affidavit sworn by him before H.M.B. Consul at Nagasaki on 23.9.35.

21.10.35.

170

Copy of Mr. Macdonald's letter and affidavit sent to Board of Trade.

22.10.35.

171

Board of Trade acknowledged receipt of above and asked for 12 more copies of the affidavit.

22.10.35.

173

Board of Trade advised that the enquiry into the loss of the "LA CRESCENTA" would be opened on Monday 18th November at 11 a.m.

18.10.35.

182

Board of Trade forward draft proofs of statements to be made by Society's Surveyors at the Enquiry.

22.10.35.

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Draft proofs returned to Board of Trade, a copy being retained for reference in this Office.

23.10.35.

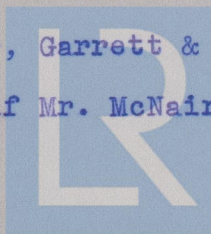
185

Above letter acknowledged by Board of Trade.

23.10.35.

187

Letter from Parker, Garrett & Co. regarding the Enquiry and enquiring if Mr. McNair should be briefed.



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24.10.35. Letter authorising Parker Garrett & Co. to brief Mr.  
188 McNair to watch the proceedings on behalf of the Society.

24.10.35. Letter from Parker Garrett & Co. enclosing two copies  
189 of the questions to be put to the Court.



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