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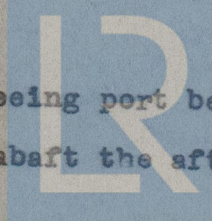
71, Fenchurch Street, E.C. 3.

9th September, 1935.

Dear Sirs,

M. I duly received your letter of the 4th instant in reference to the Board of Trade Enquiry to be held into the circumstances attending the loss of the S.S. "LA CRESCENTA", and in reply thereto I have pleasure in stating that in order that tanker freeboards under the International Load Line Convention could have been assigned to this vessel, the alterations required would have been :-

1. Efficient steel watertight covers being fitted to the hatchways on the freeboard deck to the forward cargo hold and to the coal bunker aft.
2. Two ventilator coamings 56" in height on the freeboard deck being specially supported.
3. A non-detachable screw plug being fitted to the opening of the air pipe 6" in height on the forecastle deck.
4. Satisfactory means of closing being provided for the air pipes 42" in height.
5. The fore and aft gangway being additionally strengthened longitudinally by the fitting of a stringer angle on each side.
6. An additional freeing port being cut in the bulwark on each side of the vessel abaft the after bridge.



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"LA CRESCENTA".

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As, however, you elected to retain the existing freeboards which had been assigned under the 1906 regulations, items 1, 3 and 5 indicated above, were not required, as "tanker" freeboards were not being assigned, but items 2, 4 and 6 were complied with. These items were required irrespective of the vessel being a tanker, and of her draught as a tanker, but as being in accordance with the instructions issued by the Board of Trade relating to existing ships.

The difference between the original summer freeboard which was re-assigned and the "tanker" summer freeboard which could have been assigned under the Convention regulations is $10\frac{3}{4}$ inches.

I am, Dear Sirs,

Yours faithfully,

Secretary.

Messrs. Harris & Dixon, Ltd.,

81, Gracechurch Street,

E.C. 3.



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