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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

Your Ref:- MM/OE.

26th August, 1935.

Dear Sir,

M. Reverting to your letter of the 21st instant respecting the declaration made by Mr. Marks in regard to the S.S. "LA CRESCENTA", I am directed to inform you that most of the matters referred to in this declaration relate to the working of the oil fuel system. They do not allege any defects in the system, but rather refer to choking and other troubles which would normally be looked after by the crew.

The only surveys held on this vessel since the commencement of the voyage on 18th September 1934 were :-

- (1) Yokohama - 20th/23rd October 1934 - part boiler survey.
- (2) San Pedro - 22nd November 1934 - part boiler survey.
- (3) Yokohama - 23rd October 1934 - Annual freeboard survey.

With regard to paragraphs 13,14,16 and 17 it is not stated whether the fidley covers and the bridge front door were supposed to be closed and fastened when the defects reported were observed, but the matters reported in these four paragraphs would in the ordinary course be examined by the Surveyor who carried out the annual freeboard survey. In these circumstances the Surveyor in question is being advised and requested to furnish his remarks.

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"LA CRESCENTA".

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With regard to paragraph 18 it will be noted that this buckling is subsequent to that reported by the Society's Surveyor at Bordeaux in 1932, although the position is approximately the same. The stringer plate was .54" thick, there was one strake of plating in line with the expansion trunk each side .74" thick, and the remainder of the plating was .40" thick. The beams were spaced $25\frac{1}{2}$ inches apart. It is difficult to visualise a series of buckles in the deck plating 4 inches high between the beams over a length of about 20 feet.

I am, Dear Sir,

Yours faithfully,

Secretary.

The Solicitor,
Solicitor's Department,
Board of Trade,
Great George Street,
S.W. 1.



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