

S.S. "LA CRESCENTA".

It is submitted the Board of Trade Solicitor be informed in reply to his letter of the 25th ultimo that enquiries have been made regarding the points raised in his letter, and replies have now been received to all the enquiries, with the exception of that forwarded to Mr. Munro, who is now stationed at Kobe. A further communication will be addressed to him on receipt of the Surveyor's reply.

Stem plate F.1, port side.

The Falmouth Surveyors report that this plate was found fractured in way of a side stringer in the fore peak whilst the vessel was in dry dock in June 1930, and was efficiently repaired by electric welding. They add that this slight defect might be termed a panting fracture.

The Sunderland Surveyors report that with regard to plate F.1 port and also F.1 starboard, the fractures found in August 1932 were attributed to damage, and had no connection with the fracture on F.1 port, which had been welded at Falmouth in June 1930. They also report that the electric welding previously carried out was examined and found satisfactory at that time.

Plate F.1 starboard side.

It will be seen from the above remarks that this plate was dealt with as a result of damage, and that it had no connection with the defect which necessitated the welding to plate F.1 port which was carried out at Falmouth in June 1930.

Plate E.4 port side (counting from stern).

The Falmouth Surveyors report that this plate was in the engine room and the fracture found in September 1928 was in the vicinity of a web frame bracket shell lug. The fracture would be about 2 inches in length, and, after cutting out, would be covered at a maximum with 3 inches of welding.

They add that in June 1930 the welding appeared to be slightly started, and it was decided to cut out the old welding and re-weld.

A report regarding the re-welding at Barry in 1930 is awaited from the Surveyor, Mr. Munro, who is now in Kobe.

Buckling on sheerstrake plate and one plate below on starboard side, and buckling of deck plating as a result of grounding at Bordeaux in April 1932.

The Bordeaux Surveyor reports that he did not see the vessel aground, but surveyed her shortly after she was re-floated, and at once noticed the buckling of the main deck plating referred to in the report. He adds that "the damage sustained was, in my opinion, consistent either with sagging or as a result of the vessel having been slight hogged and then partially straightening out after re-floating."

MR

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