

91.

Lloyd's Register of Shipping.

HEAD OFFICE: 71, FENCHURCH STREET, LONDON, E.C.3.



Paseo de Colon, No. 11,

Barcelona, 6th August 1935

Reference

M.

Dear Sir,

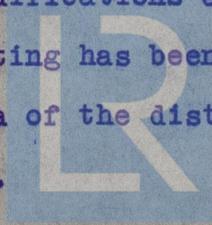
With reference to your letter of the 30th ultimo respecting my survey of the steamer "LA CRESCENTA" at Bec d'Ambès, Bordeaux, in April 1932, I regret that I can add very little information to that given in Bordeaux Report N^o 4289.

I did not see the vessel aground but surveyed her shortly after she was refloated and at once noticed the buckling of the main deck plating referred to in the Report.

Mr. H.M. Rogers, of 81 Gracechurch Street, London E.C.3, was present at the survey representing the Owners and was of opinion that the buckling was attributable to the stranding.

A copy of the Extract of Log Book, signed by the Master and Mate, is enclosed herewith and it will be observed that mention is made of the main deck buckling.

I made a rough sketch of the position of the deformations at the time of the first survey and added a few notes after discharging was completed on the 23rd April. This sketch is enclosed herewith without modifications as, although rough and apparently one strake of plating has been omitted on the port side, it gives a clearer idea of the distribution of the damage than does the report perhaps.



© 2019
Lloyd's Register
Foundation

W604-0240 1/2

The bottom in the River Gironde, off Bec d'Ambès, is reputed to be of soft sand and mud into which the vessel sank and, under these conditions, with the vessel supported in such a cradle she may have hogged or sagged depending on the formation of the river bottom and the conditions of loading, so that soundings taken around the ship may not necessarily indicate in which way she was stressed.

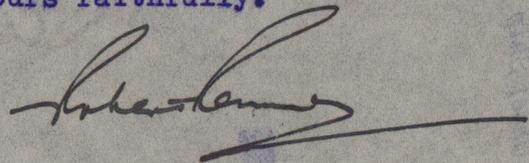
The damage sustained was, in my opinion, consistent either with sagging or as a result of the vessel having been slightly hogged and then partially straightening out after refloating. The latter theory appeared to me at the time to be the more plausible.

I did not investigate the question further beyond ascertaining from the Master that the damage occurred after the vessel stranded and was first noted after refloating.

I trust that these few remarks may be of some assistance to the Board of Trade when enquiring into the loss of this vessel and regret that in view of the lapse of time since my survey I cannot recollect anything further of interest in this case.

I am, Dear Sir,

Yours faithfully.



THE SECRETARY
LONDON



© 2019

Lloyd's Register
Foundation

W604-0290 2/2

Betwixt the said ship, the said vessel and the motor car
 when the said vessel and said car was in the river to the
 west of the said bridge and the said vessel was in the
 river and the said car was on the bridge.

The witness saw the said car at the said place on the
 said date and saw the said vessel at the said place on the
 said date.

The witness saw the said car at the said place on the
 said date and saw the said vessel at the said place on the
 said date.

The witness saw the said car at the said place on the
 said date and saw the said vessel at the said place on the
 said date.

The witness saw the said car at the said place on the
 said date and saw the said vessel at the said place on the
 said date.

The witness saw the said car at the said place on the
 said date and saw the said vessel at the said place on the
 said date.

[Handwritten signature]

AUG 11 1935

Referred to the Chief Ship Surveyor,

THE SECRETARY
 LONDON

9.8.35



2019
 Lloyd's Register
 Foundation