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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

ENCLOSURE.

1st August, 1935.

Dear Sir,

With reference to the Enquiry to be held into the
M. circumstances attending the loss of the Steamer "LA CRESCENTA",
I have to acquaint you that the Board of Trade have requested
further information. They state as follows :-

"It would be a great help to us if you could supply me
"with reports shewing the origin, nature, exact position
"and dates of the defects which necessitated welded repairs
"to stem plate F.1 port side and to plate E.4 port side,
"counting from the stern. These repairs are referred to,
"for instance, under the heading of Special Reasons List
"in the report dated 1.10.30 at Hull. Later reports
"contain the entries "E.W.9.28, 6.30. 9.30" and "E.W.6.30"
"evidently referring to dates when welding was done. It
"is desired to know the compartments in the way of which
"these repairs were.
"It would also be helpful if you could let me know, if
"Possible, the reason why plate F.1 on the starboard side
"was cropped and part renewed, according to the Survey
"Report dated 5.8.32 at Sunderland, and whether the defect
"necessitating this renewal had any connection with the
"defect above mentioned necessitating the welding to plate
"F.1 port side."

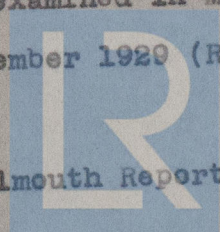
Plate E4 port side, counting from the stern.

Falmouth Report No. 6861, dated September 1928, states:

"Shell plate in engine room port side E4 from aft cut out
"and electrically welded in way of small fracture."

This repair was examined in March 1929 (Falmouth
Report No. 6958) and in November 1929 (Rotterdam Report No.18940)
and found efficient.

In June 1930 (Falmouth Report No. 7216) it was found
defective and re-welded.



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"LA CRESCENTA".

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In September 1930 (Barry Report No. 21420) it was again found defective and re-welded.

In April 1931 (Liverpool Report No. 98508),

In July 1932 (Sunderland Report No. 31000), and

in November 1933 (Swansea Report No. 30056)

it was examined and found satisfactory.

The condition regarding examination at next dry docking had not been withdrawn up to the time when the vessel was lost.

A copy of the Barry Report No. 21420 above referred to is enclosed, and I may say that enquiry has been made of Mr. Chappman, who states that as he himself paid only one visit to this vessel during the time she was under repair at Barry, he is unable to furnish the information desired.

As it would appear, therefore, that the major portion of the survey was carried out by Mr. A.E. Munro, who was then at Barry and is now stationed at Kobe, it is desired that he will be so good as to furnish, if possible, a report shewing the origin nature, exact position and date of the defect which necessitated the re-welding in September 1930. The report should indicate the compartment in which the repairs were made.

I have to add that his remarks should only cover facts which are within his own personal knowledge.

I am, Dear Sir,

Yours faithfully,

H.J. Cox, Esq.,

KOBE.

Secretary.

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