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# Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

30th July, 1935.

Dear Sirs,

S.S. "LA CRESCENTA".

M. With reference to the Enquiry to be held into the loss of the above vessel, I may inform you that the Board of Trade have asked for further information. They state as follows :-

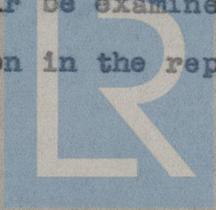
"It would be a great help to us if you could supply me  
"with reports shewing the origin, nature, exact position  
"and dates of the defects which necessitated welded  
"repairs to stem plate F.1 port side and to plate E.4 port  
"side, counting from the stern. These repairs are  
"referred to, for 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."

## Stem plate F.1 port side.

It is observed that in your Report No. 7216, dated 10.6.30, it is stated :-

"Found stem shell plate F1 port side fractured, this had  
"been repaired by the electric welding process. It is  
"recommended that repair be examined at next dry docking."

There is no mention in the report as to the cause of the plate being fractured.



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Barry Report No. 21420, dated October 1930, states :-

"The welding of the above plate was examined and found  
"in good condition."

Liverpool Report No.98508, dated April 1931 :-

"Plate examined and found efficient".

Your Report No. 7612, dated January 1932 :-

"Nothing reported done and welding still remains subject  
"to examination".

Sunderland Report No. 31000, dated August 1932. In  
a letter attached to this report, dated 15th August 1932, the  
Surveyor, Mr. Caldwell, stated that :-

"The shell plate F1 port side has been renewed, and E4  
"from aft port side has been specially examined and found  
"satisfactory."

I shall be glad if you will be so good as to state if  
you have any notes as to the origin, nature, exact position and  
dates of the defects which necessitated the repair of the stem  
plate F1 port side.

Plate E4 port side, counting from the stern.

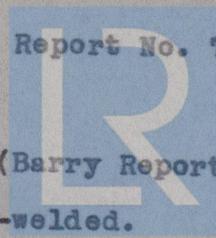
Your Report No. 6861, dated September 1928.

"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 1928 (your Report  
No. 6958) and in November 1929 (Rotterdam Report No. 18940) and  
found efficient.

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

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



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In April 1931 (Liverpool Report No. 98508),  
in July 1932 (Sunderland Report No. 31000), and  
in November 1933 (Swansea Report No. 20056)  
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.

I shall be glad if you will be so good as to forward,  
if possible, a report shewing the origin, nature, exact position  
and date of the defect which necessitated this repair. The  
report should indicate the compartment in which the repairs were  
made.

You might also report under what circumstances it was  
found necessary to re-weld it in June 1930.

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

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,

FELMOUTH.



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