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# Lloyd's Register of Shipping.

71, Fenchurch Street, E.C. 3.

30th July, 1935.

Dear Sirs,

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 (your Report No. 21420) it was again found defective and remelded.

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The condition regarding examination at next dry docking had not been withdrawn up to the time when the vessel was lost.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 the re-welding in September 1930. The report should indicate the compartment in which the repairs were made.

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,

BARRY.



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