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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 showing 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.

In Falmouth Report No. 7216, dated 10.6.30, it is stated :-

"Found stem shell plate F1 port side fractured, this has
"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.

Falmouth Report No. 7612, dated January 1932 :-

Nothing reported done and welding still remains subject
to examination.

Your 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 good enough to state
if the plate F1 port side, referred to in your report and letter
above mentioned, was renewed as a result of damage or because of
failure of the welding which had been carried out at Falmouth in
June, 1930.

Plate F1 on starboard side cropped and part renewed.

Your Report No. 31000, dated August 1930.

This repair was part of other repairs carried out as
a result of damage through stranding in April 1932.

I shall be glad if you will state, if possible, the
reason why plate F1 on the starboard side was cropped and part
renewed, and whether the defect necessitating this renewal had
any connection with the defect which necessitated the welding to
plate F1 port, which was carried out at Falmouth in June 1930.

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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,
SUNDERLAND.



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