

COPY.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

ENCLOSURE.

30th July, 1935.

Dear Sir,

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.

It is observed from your Report No. 4289, dated April 1932 (a copy of which is enclosed) that you reported :-

Buckling of one sheerstrake plate and one plate in strake below on starboard side, and buckling of main deck plating between after end of bridge and main mast, as a result of grounding at Bordeaux in April 1932.

In addition to the above you reported :-

- (a) Slight leakage from shell, probably in way of Nos. 2 and 3 port and Nos. 4 & 7 starboard cargo tanks.
- (b) Pipe line fittings disturbed and pipe fractured abaft No. 4 hatchway starboard side.
- (c) Deflection of deck was from $3/8"$ to $1\frac{1}{4}"$ between beams.
- (d) Oil fuel cross bunker after bulkhead leaking slightly from riveting of brackets at sides.
- (e) Buckling has not been observed before stranding.
- (f) When cargo was half discharged the buckling was less and when discharge was about completed the buckling was scarcely discernable.

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"LA CRESCENTA".

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The Board of Trade state that "it has been reported by other parties that the soundings of water when the ship was "aground in the River Gironde were 18'0" at each end and 12'0" amidships". They suggest that this in itself should produce hogging and not sagging, such as would cause buckling, whilst the ship was aground. They desire to know therefore if you can state when to your knowledge the buckling first occurred and what, in your opinion, was the cause.

I shall therefore be glad if you will be so good as to report fully on this point as far as possible.

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

I am, Dear Sir,

Yours faithfully,

Secretary.

R. Rennie, Esq.,

BARCELONA.



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Foundation

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