

Any further communication should be addressed to:—

**THE SOLICITOR,**  
at the address given opposite.

The heading of this letter should be quoted:— **MM/DM.**

Telegraphic Address:  
**BOTLEGAL PARL. LONDON.**

Telephone No. : Whitehall **5140.**  
Extension. **494.**

**LOYD'S REGISTER**  
RECEIVED  
26 JUL 1935  
Answered  
LONDON



**SOLICITOR'S DEPARTMENT,**

**BOARD OF TRADE,**

**GREAT GEORGE STREET,**

**LONDON, S.W.1.**

25th July, 1935.

Dear Sir,

"LA CRESCENTA."

I must apologise for troubling you again so soon, and I think it only fair to warn you that I am afraid I shall have to trouble you again in the future.

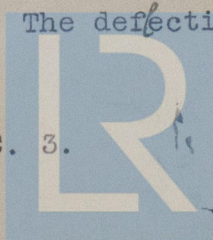
*Fal.*  
*Boy*

The matter with which I wished to ask you to deal now is 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.

In the Survey Report dated 27.4.32 at Bordeaux the Surveyor states "One shell plate in main sheer strake and one in strake below, starboard, slightly buckled outwards between frames 105-6." "Main deck plating between after end break of bridge and main mast buckled between beams. The deflection varied from about  $\frac{3}{8}$ "

The Secretary,  
Lloyd's Register of Shipping,  
71, Fenchurch Street, E.C. 3.



Lloyd's Register  
Foundation

W604-0310



Referred to the Chief Ship Surveyor,

hms  
28 JUL 1935

Also for Mr. Carey to note.

Spl

to 1 $\frac{1}{4}$ ". Master stated that the buckling had not been observed before the stranding." "When about half cargo was discharged buckling on main deck was found to be considerably less. When discharging was complete the buckling was scarcely discernible." With reference to the buckling, 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. This in itself should produce hogging and not sagging, such as would cause buckling, whilst the ship was aground. Perhaps the Surveyor to Lloyd's Register who made the report dated 27.4.32 can state when to his knowledge the buckling first occurred and what, in his opinion, was its cause.

Yours faithfully,

*h. h. h.*  
for Solicitor,  
BOARD OF TRADE.



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