

45.

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.**

**SOLICITOR'S DEPARTMENT,
BOARD OF TRADE,
GREAT GEORGE STREET,
LONDON, S.W.1.**

24th July, 1935.



Dear Sir,

"LA CRESCENTA."

With reference to my letter of the 10th April, I note that the Annual Survey reports dated 2nd August, 1933, and 23rd October, 1934, are not accompanied by any detailed survey reports. You will see that at the beginning of my letter of the 10th April I asked for the report from your Surveyor in Yokohama dealing with the condition of the ship and the repairs required and effected when the Annual Load Line Survey was conducted in October, 1934. In your reply to my letter, which was dated the 18th June, 1935, you deal with that paragraph of my letter of the 10th April which inquired whether the Surveyor at Yokohama had any reason to suspect that the hull machinery, including the oil fuel installation and auxiliary steering gear or equipment, was in a defective or unsatisfactory condition, but you do not deal with the first part of the paragraph in my letter of the 10th April which relates to the Annual Load Line Survey in October, 1934.

If you have not already received a report as to the repairs asked for at the Annual Survey, it would, I think, be useful if you could obtain that information in the form of an Affidavit, and if repairs were asked for in the Annual Survey and in fact carried out and seen by your Surveyor at Yokohama, it would be helpful if he would deal with those matters too in his Affidavit, and deal with them in as much detail as possible. Any information which he could give about the condition of the

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



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/hatchways

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hatchways, coamings, wood covers, tarpaulins and their numbers, battening down arrangements of the bunker and fore hold hatches, the structure, stiffening and condition of the forward and after bulkheads of the after bridge, the casing tops, the means for closing ventilators, air pipes, etc. would be very useful.

Yours faithfully,

W. Hunt

for Solicitor,
BOARD OF TRADE.

Referred to the Chief ~~Surveyor~~ and the Chief Engineer Surveyor.

W. Hunt

25 JUL 1935

Referred to Mr. Barwick.
Also for Mr. Carey to note

SpL jw



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