

Enquiry into the Loss of the Steamer "LA CRESCENTA".

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The Solicitor to the Board of Trade in a letter dated 10th April 1935 enquired regarding surveys stated to have been held on this vessel at Yokohama, Kobe and Los Angeles. Enquiries were addressed to the Surveyors at these ports and their replies have now been received.

(1) Yokohama The Surveyors were asked to state whether from hearsay or from their observations they had any reason to suspect that the hull, machinery, including the oil fuel installation and auxiliary machinery, steering gear or equipment were in a defective and unsatisfactory condition.

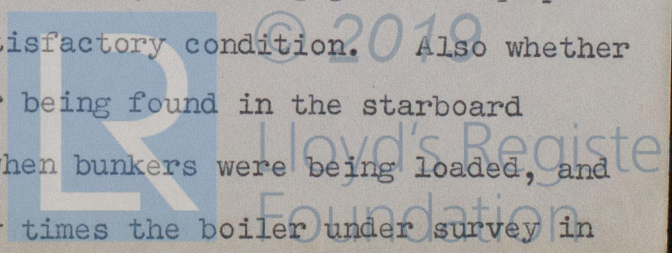
Mr. Macdonald, who was the Surveyor at Yokohama at the time (now at Nagasaki) has replied in the negative.

(2) Kobe The Surveyors were asked to state whether they examined the ship in dry dock about 24th August last, and, if so, what repairs were required and effected to the hull, machinery, steering gear and equipment, and whether from hearsay or from their observations they had any reason to suspect that the hull, machinery, including the oil fuel installation and auxiliary machinery, steering gear or equipment, were in a defective and unsatisfactory condition.

Mr. Cox states that the vessel was not examined by any of the Surveyors at or about August last, but adds that he had ascertained that the vessel was in the Mitsubishi dry dock in 24th and 25th August for cleaning and bottom painting, but the Society's Surveyors were not called in for any survey.

(3) Los Angeles The Surveyor was asked to state whether from hearsay or from his observations he had any reason to suspect that the hull, machinery, including the oil fuel installation and auxiliary machinery, steering gear or equipment were in a defective and unsatisfactory condition. Also whether he had any knowledge of water being found in the starboard double bottom oil fuel tank when bunkers were being loaded, and whether he could say how many times the boiler under survey in

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( 2 )

San Luis was filled for testing or other purposes, if filled more than once, and on what date or dates the boiler was filled for these purposes.

Mr. Alderson has forwarded a letter from Mr. Dupuy, Acting Surveyor, in which he gives particulars of the examination and tests made by him. He adds :-

"Nothing was said of water in the starboard double bottom  
"or other fuel tanks but when leaving the vessel in a launch  
"on the first day it was noted that some scattered rivets  
"were being caulked in the forward port shell near the light  
"load line by men seated on staging suspended from the deck.  
"No mention of this was made to the undersigned by the  
"ship's officers".

It is submitted the Solicitor to the Board of Trade be advised regarding the contents of these letters.

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