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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

Ref:- MM/DM

18th April, 1935.

Enclosure.

Dear Sir,

D.

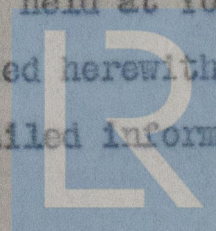
"LA CRESCENTA"

I was duly favoured with your letter of the 10th instant, and in view of the Formal Investigation which has been ordered by the Board of Trade into the loss of this vessel, I need hardly assure you that any information which this Society has will be gladly placed at your disposal.

In reply to the several inquiries contained in your letter I have to state that:-

(1) The particulars desired as far as they are available are detailed in the copy of the report for the assignment of freeboards in accordance with the International Convention which has already been forwarded to the Board. A photostat copy of the report of the Annual Freeboard survey, held at Yokohama on the 23rd October, 1934, is enclosed herewith. This report does not give any of the detailed information desired, but

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merely certifies that the Annual Survey was held and had been completed to the Surveyor's satisfaction.

On the 20th and 23rd October, 1934, the port and starboard boilers were surveyed at Yokohama, when the boilers were found or placed in good order. Minor repairs were effected, but, as is usual with minor repairs, no details of the repairs are given in the report.

The Society's Surveyor at Yokohama is being requested 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.

(2) There is no report regarding a survey held by the Society's Surveyors in Kobe on or about the 24th August, 1934.

The Surveyor at Kobe is being requested to state whether he 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 his observations he had any reason to suspect

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that the hull, machinery, including the oil fuel installation and auxiliary machinery, steering gear or equipment, were in a defective and unsatisfactory condition.

(3) Report of Boiler Survey held at San Luis (Los Angeles) on 21st and 22nd November, 1934. There is no report of this date on the hull of the ship. At this time the aft boiler was surveyed and found in good order. The safety valves of all the boilers were adjusted under steam to the approved working pressure of 180 Lbs. per sq. inch.

It does not appear from the report that the boiler which was surveyed at San Luis was tested or that it was filled more than once. The boiler would be empty when it was surveyed on November 21st, 1934, at San Luis, and it was under steam the following day.

The Society's Surveyor at Los Angeles is being requested to state whether from hearsay or 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; whether he

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has any knowledge of water being found in the starboard double bottom oil fuel tank when bunkers were being loaded; and whether he can say how many times the boiler under survey in 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.

I shall have the pleasure of communicating with you again when replies are received from these Surveyors.

I am, Dear Sir,

Yours faithfully,

Secretary.

The Solicitor,
Solicitor's Department,
BOARD OF TRADE,
Great George Street,
S.W.1.



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