

COPY.

W682-0209C1/3)

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

25th February, 1935.

Dear Sir,

Reverting to my letter of the 18th instant respecting the case of the Steamer "TREC", I beg to inform you that, in a letter dated 17th instant, the Society's Surveyor at Split, confirming his cablegram of that date, states that he had that day interviewed at Sibenik the Diver, Sergeant Nikola P. Turkalj, who made the underwater inspection of the vessel at Sibenik on the 8th August, 1933, with the permission of his Commanding Officer and in the presence of a Major Auditor, an officer of the legal corps attached to the Flotilla. Mr. Brown adds that he had the services of an interpreter in order to remove any doubt in regard to translation.

He further states that in response to questions, the Diver stated that he had particularly examined the propeller and could clearly recollect the inspection; and that if any blade edges or tips were chipped, the amount was not sufficient to draw his attention, while he was positive that no blade tips were broken. The Diver added that, in his opinion as an experienced mechanic, the propeller was in sound working condition when he saw it.

COPY.

Steamer "TREC".

2.

Mr. Brown has also volunteered the following additional information in regard to the statements contained in his Affidavit, viz:-

In the course of his interview with the Diver, it transpired that the starboard side of the vessel was not examined underwater on the occasion of his inspection at Sibenik on the 8th August, 1933.

On being asked the reason for this, the Diver stated he was instructed by the Master, Captain Vekarić, specially to examine the port bilge keel, sternframe, rudder and propeller as the Master thought that damage to these parts might have been sustained through the vessel grounding with her port side. The Diver added that he made this inspection, including the examination of the whole of the underwater parts on the port side from water line to centre keelson, and his report, stating that no apparent damage was found, was intended to be taken as applying to these parts only. The starboard side of the vessel was not examined because the Diver was not asked by the Master to make such inspection and in consequence he did not consider it to be necessary; but that, in his opinion, having regard to the nature of the bottom at the berth, the vessel could not have grounded with her starboard side from the centre keelson outwards.

The Diver also informed Mr. Brown that when making the examination the depth of water under the keel

© 2020

Lloyd's Register
Foundation

COPY.

Steamer "TREC".

3.

with the vessel fully loaded, was about 6'6", while aft the depth was so much greater that he had to use a rope to raise himself to inspect the bottom of the sternframe. He added that, seemingly, at the bottom of the quay wall, there was a deposit of bauxite (aluminium ore), caused through spilling when loading vessels, and this formed a rapidly shelving bank of uneven height tapering to deep water a short distance from the quay, so that whereas a vessel might touch with her side and bottom next the quay, it would be impossible to touch with the side and bottom away from it.

The Diver also stated that when he made his examination, the water was quite clear and that he could see perfectly.

I am, Dear Sir,

Yours faithfully,

Secretary.

The Secretary,
Salvage Association,
Lloyd's Buildings,
E.C.3.



© 2020

Lloyd's Register
Foundation