

W682-0212 C1/2)



Lloyd's Register of Shipping.

Wilsonova Obala, 25,

Split, 17th. February. 1935.
Jugoslavia.

LLOYD'S REGISTER
22 FEB 1935
LONDON

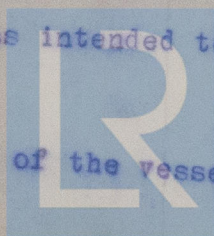
Dear Sir Andrew,

With reference to my official letter of today's date respecting the case of the steamer "TREC", some information has come to my knowledge which I consider it essential you should have.

In the course of my 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, and as I had not been informed of this, I enquired the reason.

According to his statement, the Diver was instructed by the Master, Captain Vekarić, to specially 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 states 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



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examined because he was not asked by the Master to make the inspection and did not consider it necessary since, 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 states that when making the examination the depth of water under the keel with the vessel fully loaded was about two metres (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. 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.

Finally, the Diver states that when he made the examination the water was quite clear and that he ^{could} see perfectly.

I think it advisable to acquaint you of this matter privately in order that you may deal with it personally.

Yours faithfully,



Sir Andrew Scott,
LONDON.



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For the Chief Surveyors

WKS
22/2/38

for Mr Carey to note

Spe

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WKS

10000 yards 110
LONDON

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