

22 MAY 1934

s.s. "TREC1" - Foundered 8,33.

In August 1933 the Society's Surveyor at Split reported that this vessel had been examined afloat and by a diver after grounding. Soundings were taken, and, so far as could be ascertained, no damage or leakage had been sustained, but the Surveyor recommended that the vessel be placed in dry dock for further examination at the first convenient opportunity.

A letter has been received from the Society's Surveyor at Split enclosing a copy of one addressed by the Salvage Association, London, to Messrs. Banaz & Rusko, Dubrovnik, (Lloyd's Agents), in which they refer to the above survey and desire to know whether the Surveyor merely recommended the drydocking at first convenient opportunity as a matter of form, or whether he had in fact any reason for making that recommendation.

In his covering letter the Surveyor states that litigation is pending in regard to this case, and he points out that his recommendation for dry docking was made as a matter of form since he had no reason to suspect the seaworthiness of the vessel at that time. The Surveyor states that he will not reply to Messrs. Banaz & Rusko until he has heard from this Office.

(The Surveyor also refers to confidential correspondence which took place with this Office in January last in regard to the foundering of the vessel which took place two days after his survey. In this correspondence it was pointed out to Mr. Brown that the Society's attention had been drawn to the fact that two days after his survey had been held, and his certificate issued, the vessel was reported to be down by the stern and making water in the starboard bilges. This, it was stated, was controlled by constant pumping, but the leakage became more serious and the vessel was abandoned and eventually sank.

Questions had been raised as to the precise cause or source of this ^{leakage} ~~leage~~, and Mr. Brown was asked to furnish his remarks. Mr. Brown replied that at the time of his survey the ship was fully loaded, and his inspection was consequently



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confined to taking soundings, which did not indicate any leakage, and to inspecting the steering gear which worked perfectly. He added that he saw the diver at work, and was favourably impressed with him, and although he could not vouch for his ability, he assumed that his rank and training in the Yugoslav Navy were such as to enable him to make an inspection competently. Mr. Brown stated that the subsequent foundering of the ship was a mystery to him, and he advanced the theory that a plate edge may have been scrubbed, the rivets consequently being weakened and giving way causing the seam to open. He added that the Enquiry held did not reveal anything suspicious although everyone concerned was closely questioned).

It is submitted that a letter might be addressed direct to the Salvage Association informing them that in the case of a vessel examined afloat after grounding, it is the usual practice, whether damage is found or not, for the Society's Surveyors to recommend the vessel to be examined in dry dock at the first convenient opportunity.

In this case the Surveyor states that he made the recommendation as a matter of form, and had no reason to suspect the seaworthiness of the vessel at the time.

The Surveyor at Split might be furnished with a copy of the letter to the Salvage Association and requested to inform Lloyd's Agents that a reply has been sent direct.

MB
Spil
18.5.34



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