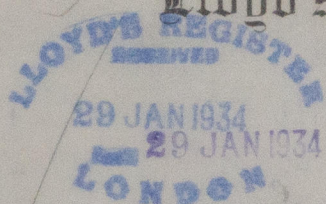


Lloyd's Register of Shipping,

Wilsonova Obala, 25,

Split, 23rd. January. 1934.

Jugoslavia.



Private & Confidential.

Dear Mr. Scott,

I am in receipt of your letter of the 19th. instant regarding the steamer "TREČI", and the facts of the case as I know them are as follows.

The Master had cause to think that the vessel had touched bottom aft when loading at Sibenik on the 6th. August, and on the 7th. he notified his Owners to that effect and also arranged for a diver to make an examination under water. The Owners conferred with Lloyd's Agents at Dubrovnik who called on me to survey the vessel on their behalf and issue a certificate.

When I visited the vessel on the 8th. August she was fully loaded, so that my inspection was naturally confined to taking soundings, which did not indicate any leakage, and to inspecting the steering gear which worked perfectly.

I saw the diver at work and afterwards when making his report to the effect that no underwater damage was apparent, and was favourably impressed with the character of the man who appeared to be of an intelligent type. I cannot vouch for his ability, but as he was holding rank in the Yugoslav Navy equivalent to

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that of an Engineroom Artificer in the Royal Navy, I should assume that his training was such as to enable him to make an inspection competently.

The subsequent foundering of the vessel was, and still is, a mystery to me. According to the reports circulated here, the ship started leaking and was soon abandoned by the entire crew who took to the boats and were picked up by an oil tanker. A good many hours later the "BOSANKA" arrived on the scene and landed a party on board the "TREČI", but by that time the engine room and stokehold were partly flooded so that nothing could be done to pump the vessel. I understand that an attempt was made to tow the ship as she was comparatively close to the Italian coast, but had to be given up as the amount of water in her made her unmanageable. The party was then taken off and soon afterwards the ship sank. I further understand that during part of the time the "BOSANKA" was standing by, a British Destroyer arrived on the scene, but I do not know if she landed anyone on the "TREČI".

It may be that the "TREČI" had a plate edge scrubbed and that the rivets were weakened in consequence and gave way causing the seam to open, but this would be more likely to happen during heavy weather, whereas the sea was calm from the time the vessel sailed until she foundered. Even if such were the case, it is improbable that it happened at Sibenik as the vessel was port side on to the quay, and if she had touched the shelving

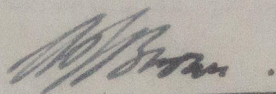
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wall, the starboard side would not have been affected.

I have been told by Mr. Rusko, Lloyd's Agent at Dubrovnik, that the enquiry held there by the Harbour Authorities immediately the crew arrived did not reveal anything suspicious although everyone concerned was closely questioned.

In so far as I am aware, the Owners of the "BOSANKA" are not in any way associated with the Owners of the "TREĆI". There is certainly no public association as the lists of Directors are published and no member is shown to be on both Boards.

Yours sincerely,



A. Scott, Esq.,

LONDON.



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Handwritten notes and signatures:
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P. G. G.
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P. G. G.

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