

26/3/34
s.s. "MAZORCA" - built 1889-7.

Classed +100A1 "Spar Deck"
"Carrying Petroleum in Bulk"

The 4th S.S.No.2, due 12,32, was carried out at Oslo and was completed in May 1933. No repairs of any moment were effected, only a few leaky rivets being renewed.

In January last the Istanbul Surveyor reported the vessel surveyed on account of heavy weather damage sustained on a ballast voyage from La Mede to Constanza. Numerous rivets were found started and slack in transverse bulkheads, side girders, longitudinal bulkhead, ship's side and fore peak tank. Upon further examination in dry dock, considerable leakage was noted, and 17 main frames in Nos.3,4 & 5 port and starboard cargo tanks were found fractured.

"Lloyd's List" (23.1.34) reported that the vessel had been condemned, as the repair estimates exceeded the insured value.

The Oslo Surveyors were informed of the case on 26.1.34 and requested to furnish their remarks, having regard to the fact that no repairs of any moment were carried out at the Special Survey. They replied (2.2.34) that no fractured frames were found at the Special Survey, and in their opinion the condition as reported at Istanbul was due to heavy weather only.

On 20.2.34 Dr.Montgomerie discussed the case with Mr. Hoult, of the Yorkshire Insurance Co., and suggested that it might be in the interests of all concerned if an opportunity could be obtained of surveying the ship. Mr.Hoult considered the suggestion feasible, but did not know if it was possible to give effect to it at that time, as he thought the claims had been paid. On 22.2.34 he 'phoned Dr.Montgomerie and stated that the vessel was being surveyed by Mr.Wawn, of the Salvage Association, and no objection was anticipated to a survey being held by this Society. Mr.Hoult quoted a letter from Lloyd's Agent containing statements made by Mr. Smith that part of the damage now revealed was "old" damage, and that some of the rivets found slack in Istanbul must have been slack when the vessel was last surveyed.

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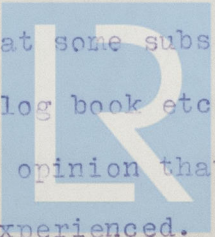
On 24.2.34 enquiry was made of the Istanbul Surveyor with a view to sending a Surveyor from London to survey the ship, but this proposal was not proceeded with.

A copy of a cablegram received by the Salvage Association from their Surveyor was handed in at this Office. This cable stated that the vessel had been examined afloat; the Surveyor was satisfied that the reported defects existed; vessel showed no signs of heavy weather; he considered that the defective riveting was due to constructional weakness owing to old age and not to heavy weather. A copy of this cable was sent on 27.2.34 to Mr. Roli for his remarks.

The Istanbul Surveyor (6.3.34) forwarded a copy of the specification for repairs made out by the Owners' and Underwriters' Representatives, and stated that the cost of repairs was in the vicinity of £13,500. The new Owner proposed to break the vessel up at Genoa. The Surveyor referred to a conversation with Mr. Wawn who stated he had partly examined the vessel, and was of opinion she was not fit for classification at last survey.

On 12.3.34 a letter was received from Mr. Roli reiterating that at the S.S.No.2 the vessel was found in generally good condition without rust or corrosion, and, after renewing a number of shell rivets during testing, the riveting was found tight and in order.

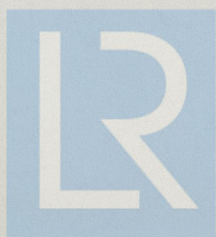
Mr. Roli stated he had shown the copy of the Salvage Association Surveyor's cablegram to Mr. Lystad, who examined the vessel at Istanbul. Mr. Lystad could not understand the statement that there was no sign of the vessel having sustained damage due to heavy weather. He mentioned that when testing the tanks the leakage was of such a nature that one could stand on the deck and hear the water running into the next tank; that the slack rivets found were not the original rivets but were rivets put into the vessel at some subsequent period; and that from the extracts from the log book etc. regarding the storm the vessel encountered he is of opinion that the damage was produced by the weather conditions experienced.



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Mr. Lystad states that from the above facts it is clear that if the damage was not produced by the storm, it must have existed when the vessel carried a cargo from Constanza to La Mede, and that, in the circumstances, it is impossible to see how the ship could have carried this cargo successfully as admittedly she did.

Mr. Lystad added that from a letter received by the Owners it appeared that Mr. Wawn was only on board the vessel for half an hour.



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the day.

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