

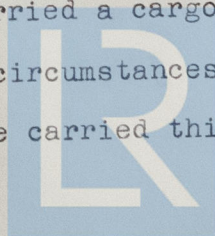
M.S. "MAZORCA"

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On the 27th February last a copy of the cablegram sent by the Surveyor appointed by the Salvage Association at Istanbul was forwarded to the Oslo Surveyors, who carried out the Special Survey of this vessel in May, 1933, and they were requested to forward their remarks thereon.

Mr. Roli, the Senior Surveyor at Oslo, has sent a copy of this cablegram to Mr. Lystad, who examined the vessel at Istanbul on behalf of the Owners, and asked him for an expression of his opinion. Mr. Roli, ~~it is thought~~, had no authority to do this, but the substance of Mr. Lystad's reply is to the effect that he cannot understand the Salvage Association Surveyor's statement that there was no sign of the vessel having sustained damage due to heavy weather. Mr. Lystad mentions that during the testing of the tanks there was leakage of such a nature that one could stand on the deck and hear the water running into the next tank; that the rivets which were loose were not the original rivets but were rivets which had been put into the vessel at some subsequent period; and that from reading the extract of the journals from the machinery and deck log book and at the same time hearing the verbal statements from the Master and the officers as regards the storm which the vessel was out in, he is of the opinion that the damage was produced by the weather conditions to which the vessel had been subject.

Having regard to the nature of the damage as evidenced by the facts reported above in respect to the leakage, Mr. Lystad says it must be clear to anyone that if this 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.



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as she admittedly did.

W. B. Glover L. 200  
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Noted  
SAD

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For Mr Glover



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