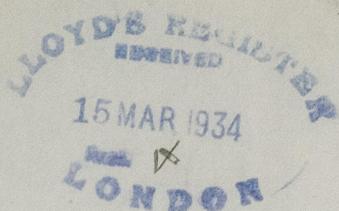




Lloyd's Register of Shipping,

Toldbodgaten 20,

Oslo, 12th March 1934



Reference

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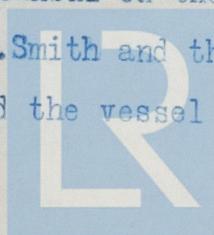
Dear Sir,

We duly received your letter of the 27th ultimo respecting the motor vessel "MAZORCA" and beg to repeat what was stated in our letter of the 2nd ultimo that during the examination for the special survey no.2, the vessel was found in general good condition without rust or corrosion and after renewing a number of shell rivets during the testing found the riveting tight and in order.

We have forwarded to Mr.Lystad, who examined the vessel at Itsnabul, a copy of the Salvage Association Surveyor's cablegram and asked for his expression.

Mr.Lystad's reply, translated, reads as follows:-

" I duly received your letter of the 2nd instant. and have with
 " interest read the report, which has been received from the Salvage
 " Association's Surveyor.
 " When this Surveyor reports, that there was now sign of the vessel
 " having alleged damage during the heavy weather, I find that this
 " does not accord with his first statement, namely that the reported
 " damage existed.
 " The undersigned arrived at Istanbul on the 23rd December, but before
 " I arrived Lloyd's Surveyor Mr. Smith and the representative from the
 " Insurance Company had surveyed the vessel and partly tested the
 " tanks.



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On my arrival we all three surveyed the tanks together and found loose rivets in all tanks, as specified in Mr. Silley's and my report. It appears from this report that 15 frames were broken in the bilge and a few bulkhead plates bent. The rivets in the stringers, horizontal stiffeners, kneeplates and side keelson were partly so loose, that they could be turned round with the fingers, and the rivets between the frames and the ~~casing~~ ^{shell plating} and also the angles connecting the athwartship bulkheads to the shell were started and partly leaking from No. 1 side keelson to the upper stringer.

During the testing of the tanks it appeared that there were such large leakage that one could stand on the deck and hear the water running into the next tank. During the survey it appeared that practically all longitudinal and athwartship bulkheads with horizontal and vertical angles were as good as new and these bulkheads have probably been renewed about 1920, when the vessel certainly was exposed to an explosion or something the like. The steel materials were quite bright and without corrosion. The shell plates, frames, stringers, floors, trunks and decks were in good condition except the rivets.

The original rivets in the shell plates, and frames to shell have countersunk heads and are plain-riveted externally, but the rivets which are placed in later have stud-heads.

The rivets which were leaking in the shell and frames were with stud-heads, that is, not the original ones, and as far as I can remember, we did not find a single of the original rivets with countersunk heads, which had started.



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" The rivets in the longitudinal and atwhortship bulkheads were also fitted
" fitted with stud-heads and in the lower part of the bulkheads there were
" a large number of loose rivets, but as mentioned above, it appears as if
" these bulkheads were renewed about 1920.
" During the examination in dock both no.2 tanks were filled up and it
" appeared that the rivets in the frames and side keelson were leaky. This
" water was led over to no.5 tank where there was the same leakage as in
" No.2. When the vessel was in drydock, it appeared that there was indenta-
" tions in the deck plating between the beams. This indentation was mostly
" at the no.4.5 & 6 tanks. There was nothing in our report respecting these
" indentations, as the report was signed while the vessel was in dock, but
" when the vessel was again undocked these indentations disappeared. In
" my opinion, these indentations must be due to the vessel being bent in
" longitudinal direction, so that she hangs with both ends and when she was
" placed on the blocks in the dock and was straight in the keel, these
" indentations appeared in the deck. Same were observed by Mr. Smith, Mr.
" Silley and the undersigned. A few doors in the erection aft were so
" tight that they could hardly be opened. This shows that the vessel has
" undergone an alteration in form. 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, one gets an impression of the reason, why the
" vessel had such large damage.
" The motors were new and placed on board in 1920. Friction couplings, main
" bearings and the machinery otherwise was quite dismantled at different



" times during the last years when the crank shafts were renewed, the
" friction couplings taken ashore and the internal gear in same repaired,
" partly renewed. The bearings have been remetalled and the engines have
" worked satisfactorily the last years. During the examination of the
" engine seating there has, as far as I know, never been found any slack
" rivets. I am therefore astonished that Mr. Wawn can send in a report as
" quoted in your letter of the 2nd instant, When he says, that there were no
" signs showing that the vessel has been in heavy weather, I beg to refer to
" the above and also to Mr. Silley's and the undersigned's report and also
" the Lloyd's Surveyor's damage report. When Mr. Wawn reports that there in
" the shell plates in the tanks are many slack rivets and repaired old rivets
" I will at the same time refer to the fact that during the survey at
" Istanbul, it appeared that practically none of the original rivets were
" started. The loose rivets in the stringers, brackets and bulkheads were
" all right only that they were a little slack, and when it is stated that
" this was due to " wear and tear of old standing" this must be due to
" guessing, as the rivets were not older than from 1920. The statement that
" the damage to the rivets was due to constructive weakness on account of age
" age and not storm, shows that the surveyor had only lightly examined the
" vessel. The owners have in the meantime received a letter from Istanbul,
" from which it appears that Mr. Wawn was onboard the vessel about half an
" hour, and had not even put on an overall during the survey. The compensa-
" tive girders which stand in the tweendeck have been there all the years
" I have had something to do with the vessel. and Lloyd's Head Office in
" London surely know whether these girders have been onboard since the
" vessel was built or whether they have been fitted later. - Mr. Smith, Mr.
" Silley and the undersigned used one week for the examination of hull and

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machinery, Mr. Wawn used half an hour.- comments ample. When Mr. Wawn examined the vessel there was water in the bottom of the tanks, the parts mostly damaged could then not be seen. At last I must say that Mr. Wawn acknowledged that the damage is present and it must be clear to everybody that a vessel with such damage can not carry any cargo, that shows the damage could not have existed when the vessel carried a cargo from Constanza to La Mede. The damaged must therefore have been alleged after the vessel left La Mede, that is on the voyage from La Mede to Istanbul.

Yours faithfully

(Sign) Ludv. C. A. Lystad,

We are Dear Sir,

Yours faithfully

Per John Rolin

THE SECRETARY

LONDON.

Two for Mr. Consul to inspect
10 MAR 1874
The Chief Engineer Zimachoff
is coming to the Office of the Registrar



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