

T.S.S. "MAZORCA"

This case is fully stated in endorsement dated 26.1.34, when the Istanbul Surveyor reported the vessel examined afloat and in dry dock on account of damage sustained through heavy weather during a voyage from La Mede to Constanza. Temporary repairs had been effected by the crew, and a considerable number of rivets were found started and slack in the shell, bulkheads and fore peak tank etc., and several frames in the cargo tanks were found fractured. The Surveyor stated that the Owners' Superintendent from Oslo had inspected the vessel, also a representative of the Norwegian Underwriters, and that a specification for permanent repairs had been drawn up and the results of tenders for the work were being awaited.

Subsequently a report appeared in "Lloyd's List" to the effect that the vessel had been condemned as the estimates for repairs considerably exceeded the insured value.

In view of the fact that no repairs of any moment were reported as being necessary at the 4th S.S.No.2, which was only completed at Oslo in May last, the Oslo Surveyors were requested to furnish their remarks.

In reply they state that no fractured frames were found during their examination, and that the vessel was found in generally good condition, which might be accounted for by extensive repairs having been effected at Philadelphia in 1924, when the vessel was reclassified.

In their opinion the condition of the vessel as reported by the Istanbul Surveyor is due to heavy weather only, "as the "scantlings during the examination for S.S.No.2 were found in "good order, and practically without corrosion and rust".

They also forward a letter from the Owners' Superintendent stating that he has been informed by the Captain that cement boxes were fitted after the damage was sustained in the heavy weather on the voyage from La Mede to Constanza.

The previous reports on this vessel have been examined, from which it is seen that only minor repairs were effected at

the reclassing survey in 1924, and it would appear that the extensive repairs to which the Oslo Surveyors refer were those effected on account of damage and wear and tear at Rouen in 1927.

A further letter has been received from the Istanbul Surveyor stating that an arrangement has been arrived at between the Owners and the Underwriters, and that the vessel is for sale. A Turkish firm are in negotiation to purchase her, but the sale has not yet been completed. The Surveyor states that when the sale has been carried through, he will enquire whether the ship is to be repaired or demolished.

It is submitted a further communication from the Istanbul Surveyor be awaited.

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Jim



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