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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

26th January, 1934.

Dear Sirs,

I have to inform you that a report has been received from the Society's Surveyor at Istanbul on the twin screw motor tanker "MAZORCA", from which it appears that, whilst on a voyage from La Mede to Constanza in ballast, considerable damage was sustained owing to heavy weather.

The vessel has been examined both afloat and in dry dock at Istanbul, and the Surveyor reports that rivets were hammer tested in Nos.3 & 4 cargo tanks, where cement boxes had been fitted by the crew as temporary repairs, and also that rivets were tested in all cargo tanks. A considerable number were found started and slack in the transverse bulkheads, side girders, longitudinal bulkhead, ship's side and fore peak tank, and on the vessel being drydocked, considerable further leakage was found.

In addition, 17 main frames in Nos.3, 4 & 5 port and starboard cargo tanks were found fractured.

The Committee, who have had the report before them today, are very concerned about this case, having regard to the fact that the 4th Special Survey No.2 was completed at your port as recently as May last.

On reference to your reports relating to the Fourth

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M.S. "MAZORCA"

Special Survey No.2 (namely: Oslo Reports Nos.3810, 3921 and 4064) it is observed that the only repairs effected were the renewal of about 110 leaky shell rivets, 5 rudder rivets and about 10 rivets in way of No.10 tank, in addition to a few other minor repairs.

In view of the age of this vessel, the Committee do not understand, having regard to her condition as reported by the Istanbul Surveyor, why, at this survey, no repairs of any moment were reported as being necessary.

In the circumstances I have to request that you will be good enough to furnish the Committee with any remarks you may have to make on the matter for their information.

I may perhaps add it is understood that ^{the} estimate for repairs which has been furnished as a result of the recommendations made by the Istanbul Surveyor exceeded the insured value of the vessel and that she has been declared a constructive total loss.

I am, Dear Sirs,

Yours faithfully,

Clerk to the
Classification Committee.

The Surveyors,
OSLO.



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Foundation