

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 1-10-1930 When handed in at Local Office 1-10-1930 Port of Barry

No. in Survey held at Barry Date, First Survey 1-9-30 Last Survey 23-9-1930  
Reg. Book. 76212. on the Wood, Iron or Steel S LA CRESCENTA Master

TONNAGE:-

GROSS 5880

UNDER DECK 5631

NET 3531

Built at Haverton Hill on Tees By whom Furness B.C. Co. Ltd.

Owners Crescent Navigation Co. Ltd.

Port belonging to London.

MANAGERS.  
Owners Address Harris & Dixon Ltd.  
(if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Barry Graving. Destined Voyage

WB=Cell DBor DBa feet; uE&B feet; f feet; f feet;  
total capacity tons. FPT tons; APT tons; MT feet tons.

Y.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 7216 Port Fal

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER.	Year Assigned	Year Renewed	Machinery and Boiler Surveys (including date of N.B., if any).
1000RI. 6.30			LMC 9.27
SS SHL. N°1 - 27.			BS 11.29
Changing Petroleum in Bulk			TS. CL. 11.29.
FMBO FOR OIL FUEL 7.23			
A.P. ABOVE 150° F.			
Society's Freeboard (if assigned) as painted on Ship and now verified			

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined? Yes. Not Required. Was a damage report made by anyone else? If so, by whom? Yes. SALVAGE ASSOCIATION.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING, DAMAGE AND PART SPECIAL SURVEY N°2.

DAMAGE N°1: Alleged to have been sustained through heavy weather, whilst on a voyage from Havre to New Orleans, returning to the UK, commencing 18<sup>th</sup> July 1930 until 23<sup>rd</sup> August 1930.

DAMAGE N°2: Alleged to have been sustained through vessel grounding at the Kilpatrick Installation, Glasgow on August 26<sup>th</sup> 1930. For further particulars see log books.

Vessel placed in dry dock. bottom and rudder cleaned examined and coated.  
Ventilators and coamings examined and found in good condition.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:-	Plates.	Frames.	E. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								As per report.
Removed and Faired or Repaired								
Faired or Repaired in place								

## PRESENT CONDITION OF THE

Decks	Good.	State if Tanks have been examined inside	As per report.	Dbing. Plates under Sounding Pipes	Good.	Copper, or Y.M. of Wood Vessels.	
Caulking of Decks	"	State if Tanks now tested	As per report.	Engine Room Skylights	"	(State if on Felt.)	
Waterways	"	Bulkheads	"	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month	Year
Coamings	"	Ceiling	Good.	Scuppers	"	Boats	Good
Beams & Fastenings	"	Cement or Asphalt	"	Cargo Hatchways	"	Masts, Yards, &c.	
Outside Plating	"	(State which.)	"	Hatches	"	Condition, how ascertained	From Deck.
Caulking of ditto	"	Rudder	"	Planking of Wood Vessels	"	(State if wedges removed)	No
Rivets	"	Steering gear and its connections	"	Caulking	ditto	Sails	"
Breasthooks & Crutches	"	Windlass	"	Treenails	ditto	Equipment letter	Z
Transoms	Not Exd.	Have Pumps now been examined and found efficient?	Not Exd.	Breasthooks & Stemson	ditto	Anchors, No. of	3. 1.
Frames	Good.	Have Sluice Valves now been examined and found efficient?	Not Exd.	Transoms, Pointers, & Crutches ditto	"	Cables (State if now ranged)	Yes.
Reverse Frames	"	Have Watertight Doors now been examined and found efficient?	Not Exd.	Timbers of Frame at openings	ditto	length	270 ft size 2 3/4
Floors	"	Have Ventilators and their Coamings been examined and found efficient?	Not Exd.	Ditto ditto at other places	ditto	Rule length	270 ft size 2 3/4
Keelsons	"			Stringers, Clamps & Shells	ditto	Hawser & Warps	Good.
Stringers	"			Salting	ditto	Standing & Running Rigging	"
Inner Bottom Plating	"			(State if examined.)			

## General Observations, Opinion as to Class, Recommendation, &amp;c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptSD15, &c."

This vessel so far as seen is eligible in my opinion to remain as classed with fresh record of survey 9.30, and notation S.S. BRY N°2-30 when the survey is completed; subject to stem plate F1 portside (EW 9.28, 6.30) and shell plate "E" 4 from aft port side (EW 6.30, 9.30) being specially examined at the next dry docking.

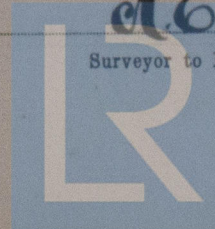
Survey Fee (per Section 29)	£
Special Damage or Repair Fee (if any) (per Sec. 29)	£
Travelling Expenses (if chargeable)	£
Second Surveyor's Fee (if any)	£

Fees applied for,	19
Received by me,	19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned



Lloyd's Register Foundation

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Barry.

S/S LA CRESCENTA.

DAMAGE REPAIRS NO 1: All cargo tanks (except summer tanks) examined and tested by water pressure as per rule requirements, a number of shell rivets in side stringer lugs, particularly in the lower stringer were found loose and leaking.

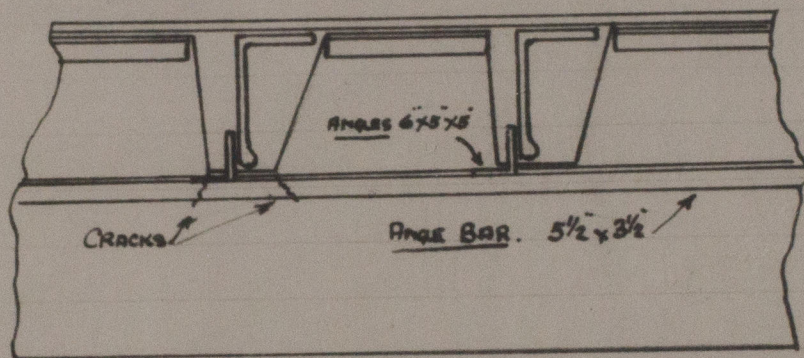
Repairs effected as detailed below, and tanks re-examined under water pressure on completion, and found tight & satisfactory.

Number of odd shell rivets, in bottom and side plating, in way of all tanks renewed, seams re-caulked as found necessary.

INTERNAL: -

On testing, a number of rivets in the vertical stiffeners of the centre line, and transverse bulk heads, also in the lugs connecting the horizontal stiffeners were found leaking, and have now been renewed. Lugs removed for access and refitted as found necessary.

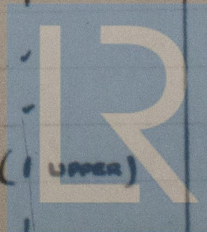
In No 8 tank on port and starboard sides, the lower side stringer plates were found to be slightly fractured where plotted out for the frames; as compensation inner stringer angles  $5\frac{1}{2} \times 3\frac{1}{2}$  have been fitted on the face of the frames, connected to same by lugs and riveted to the stringer plates.



LOWER

A SIDE STRINGER SHELL LUGS RENEWED, OR REMOVED & RE-RIVETED AS FOLLOWS.

Nº OF. TANK.	RENEWED 6x6xDR. IN LIEU OF $3\frac{1}{2} \times 3\frac{1}{2}$ SR.	RENEWED ORIGINAL SIZE	RE-RIVETED.
1. PORT	✓	✓	✓
1. STAR	1.	1.	✓
2. PORT	5.	✓	2
2. STAR	3	✓	2
3. PORT	5.	2	1
3. STAR	✓	✓	(4 UPPER)
4. PORT	4.	2.	✓
4. STAR	5.	4.	✓
5. PORT	2.	1.	2.
5. STAR	6.	✓	✓
6. PORT	4.	✓	3
6. STAR	5.	✓	1
7. PORT	2.	3.	✓
7. STAR	6.	2.	✓
8. PORT	6.	✓	(1 UPPER)
8. STAR	6.	✓	1



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S/S LA CRESCENTADAMAGE REPAIRS N°1:- The following temporary repairs have now been effected:-

18 defective shell rivets in port oil fuel cross bunker and also 20 shell rivets in starboard oil fuel cross bunker removed; owing to the presence of fuel oil in the cross bunkers, tap rivets have now been fitted as a temporary repair. Gams caulked as found necessary.

Bridge space port and starboard sides N°3 web frame lug connected to deck renewed.

DAMAGE REPAIRS N°2:- The double bottom tank in way of fore hold cleaned and examined, afterwards examined under water pressure as per rule requirements.

Broken cement renewed as found necessary.

N°1 keel plate aft end and sides re-caulked.

PART SPECIAL SURVEY N°2:-

NOW DONE: Vessel placed in dry dock. bottom and rudder cleaned examined and coated.

Forepeak, chain locker, fore hold, pump room, engine and boiler room spaces examined, sealed and coated as found necessary.

Fore hold double bottom tank, all cargo tanks (except summer tanks), and engine room double bottom tank examined internally and tested by water pressure respectively as per rule requirements found or placed in good condition. Seiling and limber boards lifted in fore hold and replaced.

Decks, ventilators and coamings, hold and tank hatches (except summer tank hatches) battening arrangements, boats, anchors, cables ranged, general equipment, air and sounding pipes examined.

REPAIRS:-

6 tank covers repaired, angle bars renewed.

Number of rivets renewed in aft parting beam to stringers port & star sides.

Port star anchor shackle pins renewed

3 Cast iron cargo pipes renewed, one repaired with electric welding.

TO COMPLETE THE SPECIAL SURVEY N°2:- The following requirements remain to be carried out.

Summer tanks, after cofferdam, cross bunkers, boiler room double bottom tank, and the after peak tank to be examined and tested.

Steering gear and its connections, windlass, masts and rigging, freeboard, permanent repairs to cross bunkers, and cargo pipes.

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Barry

"LA CRESCENTA"

SPECIAL REASONS LIST:- Stem plate "F" No 1 on port side electric welding examined and found in good condition.

Shell plate "E" No 4 from aft on port side electric welding examined and found cracked. defective parts cut away and re-built up with electric welding now in good condition.

It is understood that prior to the alleged damage, the vessel proceeded from France to the USA in ballast conditions, and returned to the UK fully loaded with light spirit, encountering heavy weather during the voyage.

Hand riveting has been employed throughout the aforesaid repairs, and all work dealt with was found to be previously hand riveted.

A E Munro.

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