

REPORT of SURVEY for REPAIRS, &C.

Date of writing Report 27th April 1932 When handed in at Local Office 27th April 1932 Port of Bordeaux
No. in Reg. Book Survey held at Bee d'Amber (Bordeaux) Date, First Survey 21st April Last Survey 2nd April 1932

La Cresenta on the Wood, Iron or Steel La Cresenta (No. of Visits 3)

TONNAGE—
GROSS 5880 Built at Haverton Hill on Gas By whom Furness L. B. Co. Ltd When 1923 YEAR MONTH 6
UNDER DK. 5631 Owners Crescent Navigation Co. Ltd. Owners' Address
NET 3531 Managers Harris & Dixon Ltd. (if not already recorded in Appendix to Register Book.)
Port belonging to London

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Bee d'Amber Destined Voyage Lunderland
WB=CellDBorDBa feet; u&B feet; f feet
Total capacity tons. FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

N.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. 7659 Port Tal

CHARACTER, & Date of last Survey and of Periodical Surveys.	Years Assigned	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A1 1.32</u>		<u>+I-MC 9.30</u>
<u>S. S. 2.30</u>		<u>B.S. 2.31</u>
		<u>C.T. 9.30</u>

Cause of Strain in hull - fitted for at 7.23 - P.P. above 1007
2 P.P. 800 - 1000 framed
Society's Freeboard (if assigned) as painted on Ship and now verified

Periodical Surveys, when held, must be reported in detail and seriatim 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 forms 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 body of Damage Report herewith

Was a damage report made by anyone else? If so, by whom? no

REPAIRS, OR EXAMINATION AS PER RULE, FOR Stranding stated to have occurred in the line between the 20th & 21st April 1932 while on a voyage from Port Arthur to Bordeaux

Upon examination afloat the following damage was found:—
Traces of oil on the surface of the water around vessel indicated slight leakage from shell probably in way of nos 2 or 3 port and nos 4 & 7 starboard. Cargo tanks on shellplate in main sheerstrake and one in next strake below, on starboard side, slightly bulged outwards between frames nos 105 & 106.
Main deck pipe line stools between nos 4 & 5 hatchways, fastenings distorted and pipe fractured in way of 3rd stool abaft no 4 hatchway, starboard side.
Main deck plating between aft end break of bridge and main mast, buckled (P.T.O.)

SUMMARY OF DAMAGE REPAIRS	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								<u>Wood temporary repairs</u>

PRESENT CONDITION OF THE	
Decks	State if Tanks have been examined inside
Caulking of Decks	State if Tanks now tested
Coamings	Bulkheads
Beams & Fastenings	Ceiling
Outside Plating	Cement or Asphalt (State which.)
Breasthooks	Rudder
Transoms	Steering gear and its connections
Frames	Windlass
Reverse Frames	Have Pumps now been examined and found efficient?
Longitudinals	Have Sluice Valve now been examined and found efficient?
Transverses	Have Watertight Doors now been examined and found efficient?
Floors	Have Ventilators and their Coamings been examined and found efficient?
Keelsons	
Stringers	
Inner Bottom Plating	
	Dbng. Plates under Sounding Pipes
	Engine Room Skylights
	Coal Bunkers, Open'gs, Lids, &c.
	Scuppers
	Cargo Hatchways
	Hatches
	Planking of Wood Vessels
	Caulking ditto
	Greenails ditto
	Breasthooks & Stemson ditto
	Transoms, Pointers, & Crutches ditto
	Timbers of Frame at openings ditto
	Ditto ditto at other places ditto
	Stringers, Clamps & Shells ditto
	Salting ditto (State if examined.)
	Copper, or Y.M. of Wood Vessels (State if on Hull). When put on, Month Year.
	Boats
	Masts, Yards, &c.
	Condition, how ascertained (State if wedges removed)
	Sails
	Equipment letter
	Anchors, No. of
	Cables (State if now ranged)
	.. length (on board) size
	.. Rule length size
	Hawser & Warps
	Standing and Running Rigging

General Observations, Opinion as to Class, Recommendation, &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 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pTND24, &c."

This vessel being in efficient condition, is eligible in my opinion, to remain as classed without fresh record of Survey subject to her being placed in dry dock for further examination on arrival in the United Kingdom and to all outstanding requirements being carried out as previously recommended.

Survey Fee (per Section 29)	£	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me,	19
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute
Character Assigned



If so, is the Report sent to the Surveyor, or to the machinery of the ship?

If so, to be sent to

W6040055 1/2

Boat 489

between beams. The deflection varied from about 3/8" to a maximum of 1 1/2" and it was stated by the mate that this buckling had not been observed before the stranding occurred. The buckling noted was situated as follows:-

Between Beams nos:-	Strakes of deck plating.
106 to 103	Three outer Strakes, Starboard and outer Strakes, port
101 to 95	Three centre Strakes.
99 to 98	Stringer plate, port
89 to 88	Two Strakes next Stringer, Starboard.
81 to 80	Three outer Strakes, Starboard. Three inner Strakes port.
81 to 76.	Centre Strake
78 to 77.	Next Strake to centre, port
77 to 76.	Next Strake to Centre, Starboard.

oil fuel cross bunker after bulkhead leaking slightly from nesting of bulkhead brackets at side.

The main deck was re-examined after about half cargo had been discharged and it was found that the buckling of the deck plating was considerably less. On the following day when discharging was almost completed, the buckling originally observed was scarcely discernible.

Now done for temporary repairs:- Fractured pipe line repaired by bolted clip and leakage from oil fuel bunker bulkhead reduced by

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd ..															
	3rd ..															
	Collective Weight.															
	Stream															
	Kedge.....															

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Cwts.	qrs.	lbs.	Cwts.						qrs.

light caulking.

It was recommended that the vessel be placed in dry docks for further examination on her arrival in the United Kingdom (Sunderland Surveyors advised and copy of Damage Report forwarded to them) The vessel was generally examined afloat and, in my opinion is in efficient condition to proceed to the UK.

Please refer to copy of Interim Certificate B. and Damage Report forwarded herewith.

[Signature]

N.B.-If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.