

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 Bec d'Ambert (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
 UNDER DECK 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 Bec d'Ambert 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

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 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 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 whilst 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 No 2 or 3 port and No 4 & 7 starboard. Cargo tanks No 1 shellplate in main sheerstrake and one in next strake below, on starboard side, slightly bulged outwards between frames No 105 & 106.

Main deck pipe line stools between No 4 & 5 Hatchways, fastenings distorted and pipe fractured in way of 3rd stool abaft No 4 Hatchway, starboard side.

Main deck plating between after 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 | | | | | | | | |

PRESENT CONDITION OF THE

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

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 be 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) £
 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

Committee's Minute

Character Assigned

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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

Between being two:—

106 to 103

101 to 95

99 to 98

89 5 88

81 to 80

Three new strokes cont.

81 to 76.

78 5 77.

77 5 76

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

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

ANCHORS.

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

CHAIN CABLES.

light coloring

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

Chandana

Lloyd's Register
Foundation

W604-0035 1/2