

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 5 AUG. 1932 When handed in at Local Office 5 AUG. 1932 Port of Sunderland
No. in Survey held at Sunderland Date, First Survey May 2 Last Survey July 29 1932
Reg. Book. 65928 on the Wood, Iron or Steel S.S. "LA. CRESCENTA"
TONNAGE: 5890 Built at Haverton Hill on Tees By whom Furness S. B. Co. Ltd. When 1923 - 6
GROSS 5890 Owners Crescent Navigation Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)
UNDER DECK 5631 Managers Harris & Dixon, Ltd. Port belonging to India
NET 3531

Surveyed Afloat or in Dry Dock? Both Name of Dock Greenwell Dock & Quay Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

WB=CellDBorDBa feet; u&B feet; f feet
total capacity tons; FPT tons; APT tons; MT feet tons.

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. 4289 Port Bdx

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 Yrs. Mr Rogers

Society's Freeboard (if assigned) as Re-assigned painted on Ship and now verified

Not required

Was a damage report made by anyone else? If so, by whom? Yrs Mr Spaul

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage stated to have been caused through stranding in the River Grande off Bec d'Ambek on the 20th & 21st April 1932. whilst on a voyage from Port Arthur to Bordeaux. Vessel placed in Dry Dock, Bottom and undercleaned, examined, placed in good condition and recoated. All main cargo tanks, summer tanks, double bottom and peak tanks, also cofferdams examined internally and tanks tested to rule requirements. On completion of repairs tanks retested to rule requirements.

Damage repairs effected.

P.T.O

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates	Frames	R. Frames	Floors	Beams	Str. Plates	Dk. Plates	Other Items:—
Renewed	5	—	—	—	—	2	2	Detailed
Removed and Fair'd or Repaired	1	—	—	—	—	—	—	in body report.
Fair'd or Repaired in place	—	—	—	—	—	—	—	—

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	Yrs	Dblig. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	—
Caulking of Decks	—	State if Tanks now tested	Yrs	Engine Room Skylights	Good	(State if on Feet)	—
Coamings	—	Bulkheads	Good	Coal Bankers, Open'gs, Lids, &c.	—	When put on, Month	Year
Beams & Fastenings	—	Ceiling	—	Scuppers	—	Boats	Good
Outside Plating	—	Cement or Asphalt (State which)	—	Cargo Hatchways	Good	Masts, Yards, &c.	—
Breasthooks	—	Rudder	Good	Hatches	(stid)	Condition, how ascertained	from deck
Transoms	—	Steering gear and its connections	—	Planing of Wood Vessels	—	(State if wedges removed)	—
Frames	—	Windlass	—	Caulking	ditto	Sails	—
Reverse Frames	—	Have Pumps now been examined and found efficient?	No	Treenails	ditto	Equipment letter	Z
Longitudinals	Good	Have Shute Valves now been examined and found efficient?	No	Breasthooks & Stems	ditto	Anchors, No. of	3 B. 15
Transverses	—	Have Watertight Doors now been examined and found efficient?	No	Transoms, Pointers, & Crutches	ditto	Cables (State if now ranged)	No
Floors	—	Have Ventilators and their Coamings been examined and found efficient?	Yrs	Timbers of Frame at openings	ditto	length (on board)	Stated
Keelsons	—			Ditto ditto at other places	ditto	Rule length	complete
Stringers	—			Stringers, Clamps & Shells	ditto	Hawser & Warps	and
Inner Bottom Plating	Good			Siding	ditto	Standing and Running Rigging	good

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."

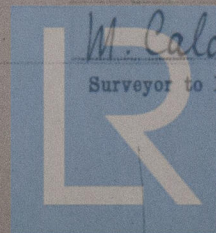
This Vessel is eligible, in my opinion, to remain as classed with Fresh Record 7.32.

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

Fees applied for, 19
Received by me, 19

Committee's Minute

Character Assigned



M. Caldwell 2019
Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

Shell plates no from forwardKul strike no 1 plate renewedStand side "A" strike no 1 plate faired in place. no 7 plate renewed."L" (shun) strike no 8 plate renewed"F" strike no 1 plate chopped and part renewed.Port side "A" strike no 6 plate renewed."L" shun strike no 8 plate renewed.Bilge Kul no 1 length stand side faired in placeno 2 and 4 lengths port side removed, faired and refitted.Deck plates Stand side no 6 deck stringer renewed.no 7. "C" strike deck plate renewed. 2 lengths of gunwale angle in way of stringer removed faired and refitted with new back bars.

Port side of deck as for foregoing stand side

Engine Room Tank Top.

Port and Stand heavy tank top plates renewed

Frame foot brackets with connections renewed for access and refitted

A large number of shell bulkhead and Boiler room tank top and tank end units renewed.

Examined decks, hatches, hatchways, ventilations, coaming, windlass, steering gear, deck openings and general equipment. Inspected re-assigned

W. Caldwell.