

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *22nd Nov 33* When handed in at Local Office *27th Nov 33* Port of *Swansea*
No. in Survey held at *Swansea* Date, First Survey *20th Nov.* Last Survey *21st Nov. 1933*
Reg. Book. *49610* *29411* on the *Wood, Iron or Steel* *LA CRESCENTA*
(No. of Visits *3*)

TONNAGE— Built at *Haverhill on Tees* By whom *Lurnus S.B. Co. Ltd* When *1923* MONTH *6*
GROSS *5880* Owners *Crescent Navigation Co. Ltd.* Owners' Address
UNDER DK. *5631* Managers *Harris & Dixon Ltd.* Port belonging to *London*
NET *3531*

Surveyed *Afloat or in Dry Dock?* Name of Dock *Prince of Wales & D.* Destined Voyage *West Indies*

WB=CellDBoRDBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. 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. *4821* Port *Mil*

(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 *To issue later*

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Docking & Damage*

Docking. The vessel examined in dry dock. The bottom & rudder cleaned & examined & measured.

The casings, hatchways, steering gear & equipment examined.

Special Reasons List—The electric welding repairs to Plate No. 4 from aft, 8 strake Port side (EW 9-28, 6-30 & 9-30) examined and found sound and satisfactory. It is submitted that this entry might now be removed from the Special Reasons List.

For Damage—stated to have been caused by striking the piling in the Manchester Canal at the Runcorn Bridge on the 26th October 1932.

Starboard side No. 4 plate in 8 strake indented & the lower edge of No. 4 plate in 8 strake also set in in way. Now done, rivets & caulking now overhauled & made tight (Lank in way full). The forward length of bilge keel found set down. (See over.)

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	<i>Good</i>	State if Tanks have been examined inside	<input checked="" type="checkbox"/>	Air and Sounding Pipes	<input checked="" type="checkbox"/>	Copper, or I.M. of Wood Vessels (State if on felt).	<input checked="" type="checkbox"/>
Caulking of Decks	<i>"</i>	State if Tanks now tested	<input checked="" type="checkbox"/>	Dble. Plates under Sounding Pipes	<i>Good</i>	When put on, Month	<i>Year</i>
Coamings	<i>"</i>	Bulkheads	<input checked="" type="checkbox"/>	Engine Room Skylights	<i>Good</i>	Boats	<i>Good</i>
Beams & Fastenings	<i>"</i>	Ceiling	<input checked="" type="checkbox"/>	Good Bunkers, Open'gs, Lids, &c.	<i>Good</i>	Masts, Yards, &c.	<i>"</i>
Outside Plating	<i>Good</i>	Cement or Asphalt (State which.)	<i>Good</i>	Oil Bunkers	<i>Good</i>	Condition, how ascertained	<i>from deck</i>
" in way of sidelights	<i>"</i>	Rudder	<i>"</i>	Scuppers	<i>"</i>	(State if wedges removed)	<input checked="" type="checkbox"/>
Breasthooks	<input checked="" type="checkbox"/>	Steering gear and its connections	<i>"</i>	Cargo Hatchways	<i>"</i>	Sails	<input checked="" type="checkbox"/>
Transoms	<input checked="" type="checkbox"/>	Windlass	<i>"</i>	Hatches	<i>"</i>	Equipment letter	<i>"</i>
Frames	<input checked="" type="checkbox"/>	Have Pumps now been examined and found efficient?	<input checked="" type="checkbox"/>	Planking of Wood Vessels	<i>"</i>	Anchors, No. of	<i>3 B 15</i>
Reverse Frames	<input checked="" type="checkbox"/>	Have Sluice Valves now been examined and found efficient?	<input checked="" type="checkbox"/>	Caulking ditto	<i>"</i>	Cables (State if now ranged)	<i>"</i>
Longitudinals	<input checked="" type="checkbox"/>	Have Watertight Doors now been examined and found efficient?	<input checked="" type="checkbox"/>	Treenails ditto	<i>"</i>	" length (on board)	<i>"</i>
Transverses	<input checked="" type="checkbox"/>	Have Ventilators and their Coamings been examined and found efficient?	<i>Yes</i>	Breasthooks & Stemson ditto	<i>"</i>	" Rule length	<i>"</i>
Floors	<input checked="" type="checkbox"/>			Transoms, Pointers, & Crutches ditto	<i>"</i>	Hawser & Warps	<i>Good</i>
Keelsons	<input checked="" type="checkbox"/>			Timbers of Frame at openings ditto	<i>"</i>	Standing and Running Rigging	<i>"</i>
Stringers	<input checked="" type="checkbox"/>			Ditto Ditto at other places ditto	<i>"</i>		
Inner Bottom Plating	<input checked="" type="checkbox"/>			Stringers, Clamps & Shells ditto	<i>"</i>		
				Salting ditto	<i>"</i>		

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 the 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 now in a good and efficient condition and eligible in my opinion to remain as classed with fresh record of survey 11-33. The indented plating and bilge keel on the starboard side to be repaired at the Owners Convenience.

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

Committee's Minute

Character Assigned

J. Seller

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

W604-004312

Sw. 20056

The Owners Representative wishes a Damage Report to be issued,
has arranged to forward the necessary particulars (Log Book
or signed statement later.

J. S. Ellis.

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.	lbs.		
	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.	Statu- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.					

Iron Steam Chain
or Steel Wire....

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

W604-0043212



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