

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

Date of writing Report 1/10/28 When handed in at Local Office 19 Port of Falmouth  
No. in Reg. Book Survey held at Falmouth Date, First Survey 19 Sept Last Survey 24 Sept 1928  
(No. of Visits 3)No. 76067 on the Wood, Iron or Steel S.S. LA CRESSENTA  
Built at Haverton Hill on Tees By whom Furness S.B. & Co. Ltd. When 1923  
GROSS 5880 Owners Crescent Navigation Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)  
UNDER DK. 5631 Managers Harris & Dixon Ltd. Port belonging to London  
NET 3531Surveyed Afloat or in Dry Dock?    Name of Dock    Destined Voyage     
WB=CellDBorDBa feet; uE&B feet; f feet  
total capacity tons. RPT 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. 13228 Port Sou

(Periodical Surveys, when held, must be reported in detail and verbatim in the form 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

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition and repairs

Vessel placed in dry dock bottom and rudder cleaned examined and recoated.  
Main cargo tanks tested and about 130 shell rivets and a few bulkhead rivets renewed. Landings and butts caulked as necessary.  
Rudder lifted and three pintles renewed.  
Shell plate in engine room port side E4 from aft cut out and electrically welded in way of small fracture.

## SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

## PRESENT CONDITION OF THE

Decks	<u>Good</u>	State if Tanks have been examined inside	<u>  </u>	Dblg. Plates under Soundings Pipes	<u>  </u>	Copper, or I.M. or Wood Vessels	<u>  </u>
Caulking of Decks	<u>  </u>	State if Tanks now tested	<u>  </u>	Engine Room Skylights	<u>  </u>	(State if on Deck)	<u>  </u>
Coamings	<u>  </u>	Bulkheads	<u>Pl. ex. Good</u>	Coal Bunkers, Open'gs, Lids, &c.	<u>  </u>	When put on, Month	<u>  </u>
Beams & Fastenings	<u>  </u>	Ceiling	<u>  </u>	Scuppers	<u>  </u>	Boats	<u>Good</u>
Outside Plating	<u>Good</u>	Cement or Asphalt	<u>  </u>	Cargo Hatchways	<u>Good</u>	Masts, Yards, &c.	<u>  </u>
Breasthooks	<u>  </u>	Rudder	<u>Good</u>	Hatches	<u>  </u>	Condition, how ascertained	<u>from deck</u>
Transoms	<u>  </u>	Steering gear and its connections	<u>  </u>	Planing of Wood Vessels	<u>  </u>	(State if wedges removed)	<u>  </u>
Frames	<u>  </u>	Windlass	<u>  </u>	Caulking ditto	<u>  </u>	Sails	<u>  </u>
Reverse Frames	<u>  </u>	Have Pumps now been examined and found efficient?	<u>  </u>	Treenails ditto	<u>  </u>	Equipment letter	<u>Z</u>
Longitudinals	<u>  </u>	Have Sluice Valves now been examined and found efficient?	<u>  </u>	Breasthooks & Stemson ditto	<u>  </u>	Anchors, No. of	<u>3815</u>
Transverses	<u>  </u>	Have Watertight Doors now been examined and found efficient?	<u>  </u>	Transoms, Pointers, & Crutches ditto	<u>  </u>	Cables (State if now ranged)	<u>  </u>
Floors	<u>  </u>	Have Ventilators and their Coamings been examined and found efficient?	<u>  </u>	Timbers of Frame at openings ditto	<u>  </u>	length (on board) size	<u>  </u>
Keelsons	<u>  </u>		<u>  </u>	Ditto ditto at other places ditto	<u>  </u>	Rule length size	<u>  </u>
Stringers	<u>  </u>		<u>  </u>	Stringers, Clamps & Shells ditto	<u>  </u>	Hawser & Warps	<u>Puffins</u>
Inner Bottom Plating	<u>  </u>		<u>  </u>	Salting ditto	<u>  </u>	Standing and Running Rigging	<u>Good</u>

## 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 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &amp;c."

This vessel, in my opinion, is eligible to remain as classed and to have record of survey 9.28, subject to shell plate ~~for~~ port side of engine room being specially examined at next dry docking. (EW repair).

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

A. W. Glanville

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

W604-0047