

S.S. "LA CRESCENTA".

At the time of the casualty the class of the ship was subject to :-

- (1) Shell plate E4 from aft on port side, which was repaired by electric welding in 9.28, 6.30 and 9.30, being specially examined at next dry docking;
 - (2) Indented plating E4 and F6 (from forward) on starboard side, and forward length of bilge keel being repaired at Owners' convenience.
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Shell plate E4 P.(counting from aft.)

Falmouth Report 6861, dated 1.10.28, stated that this plate was cut out and electrically welded in way of a small fracture. This was approved, subject to it being examined at next dry docking.

Falmouth Report 7216, dated 10.6.30. The plate was re-welded and was still made subject to examination at next dry docking.

Barry Report 21420, dated 1.10.30. Plate was examined and found cracked. The defective part was cut away and the crack re-welded.

Swansea Report 20056, dated 22.11.33. The plate was examined and found sound, and the Surveyor recommended that the record against this plate might be removed, but this was not approved.

In a letter, dated 2.8.35, the Falmouth Surveyors stated that the ^{weld} fracture was in the engine room in the vicinity of a web frame bracket.

Asked as to the nature of the ^{original} fracture the Falmouth Surveyors stated, in a letter dated 7.8.35, that it was about 2 inches in length and the final weld ^{was} ~~would be~~ about 3 inches.

Indented plating E4 and F6 on starboard side forward, and damaged bilge keel.

Swansea Report 20056, dated 22.11.33, states that

through striking the piling in the Manchester Canal on 26.10.32, E4 was indented and lower edge of F6 set in. Rivets and caulking were overhauled.

The forward length of bilge keel was found set down.

Repairs to be effected at Owners' convenience.

Stem plate Fl Port side.

Falmouth Report 7216, dated 10.6.30, states that this plate was found fractured and was repaired by electric welding. This was approved, subject to examination at next dry docking.

Barry Report 21420, dated 10.30)	Welding
Liverpool " 98508, " 4.31)	examined.
Falmouth " 7612, " 1.32)	

Sunderland Report 31000, dated 8.32. In this report particulars are given regarding repairs due to stranding in the River Gironde on 20th and 21st April 1932. It is stated that plate Fl starboard was cropped and part renewed, but no mention is made of the condition of plate Fl port.

In reply to an enquiry the Surveyor, in a letter dated 15.8.32, stated that "the shell plate Fl port has been renewed". (In consequence of this statement the condition regarding examination at next dry docking lapsed).

On 25.7.35 the Board of Trade enquired "why plate Fl S. was cropped and part renewed, and whether the defect necessitating this renewal had any connection with the defect which necessitated the welding to plate Fl. P.

On 16.8.35 the Surveyors replied regarding the repairs to shell plates Fl. P. and S. that the fractures found in both plates were attributed to the damage, and had no connexion with the fracture on Fl. P. which had been welded at Falmouth in June 1930.

On 16.9.35 the Board of Trade advised that from information available (presumably from the accounts) the fractured forward portion of plate Fl. P. was cropped and part renewed, and a broken scarp in the seam of Fl S. was electrically welded.

They requested a signed statement from the Surveyor if it was necessary to amend his report.

On 19.9.35 the Surveyor stated that Sunderland Report 31000 should be amended, and the record "Fl. S. cropped and part renewed" should read "Fl. P. cropped and part renewed". As this left the record regarding plate Fl. S. unaccounted for, the Surveyor was asked for further information, and in a letter dated 26.9.35 he confirmed his former statement, and added that "he had no notes regarding the renewal of Fl. S., nor could he recall to memory any defects in or repairs to this plate".

A copy of this letter is attached to Sunderland Report 31000.

The final position is therefore :-

Item.	Board of Trade.	Sunderland Rpt. 31000 as amended by Sld.letter, 15.8.32.	Surveyor.
Plate Fl. P.	Cropped and part renewed.	Renewed.	Cropped & part renewed
Plate Fl. S.	Broken scarph welded.	Cropped & Part renewed.	No recollection of what was done.

Declaration, dated 16.8.35, by Samuel Frederick Marks, who was a fireman on the last voyage but one :-

This referred to water entering the fidley; door in after bridge bulkhead not watertight; broken ventilators which were not plugged; chipping hammer going through steering gear house; repairs to shell rivets near waterline, 100 feet from the port bow; and buckling of the deck about 15 feet abaft the main bridge for a length of 20 feet. There was a series of waves about one inch high, and when the vessel was loaded the waves were about four inches high.

The Board of Trade were advised on 26.8.35 that "it was difficult to visualise a series of buckles in the deck plating four inches high between the beams over a length of about 20 feet.

The last annual freeboard survey was carried out at Yokohama on 23.10.34 by Mr. Macdonald (Now of Nagasaki). He has forwarded an Affidavit regarding the freeboard and boiler surveys carried out by him, and a copy of this Affidavit is attached to the copies of freeboard reports.

With regard to the buckling of the deck plating, the Bordeaux Surveyor (Mr. R. Rennie, now of Barcelona) reported in April 1932, Bordeaux Report No. 4289, that the vessel was stated to have stranded in the River Gironde between 20th and 21st April 1932. The vessel was surveyed afloat. Among other damage, one sheerstrake plate and one plate in the strake below on starboard side was slightly buckled outwards, and the main deck plating between after end break of bridge and main mast was buckled between the beams. The deflection varied from about $3/8$ " to a maximum of $1\frac{1}{4}$ inches. When discharging was almost completed the buckling was scarcely observable.

The vessel was subsequently dry docked at Sunderland (see Sunderland Report 31000, dated 5th August 1932), and was under survey from 2nd May to 29th July. Repairs were effected to the shell, bilge keel, deck, and tank top in engine room, and a large number of rivets were renewed.

Included in the plates renewed were one sheerstrake plate on each side and one stringer plate and one deck plate each side.

In a letter, dated 25.7.35, the Board of Trade referred to the Surveyors' Report, and stated that reports showed that the soundings of water when the ship was aground in the River Gironde were 18'-0" at each end and 12'-0" amidships. This should produce hogging and not sagging. They requested that the Surveyor might be asked to state when to his knowledge the buckling first occurred, and what, in his opinion, was the cause.

The Surveyor, in a reply dated 6.8.35, stated that

he did not see the vessel aground. He expressed the opinion that the damage sustained was consistent either with sagging or as a result of the vessel having been slightly hogged and then partially straightening out after refloating. He added that he ascertained from the master that the damage occurred after the vessel stranded, and was first noted after refloating.

Load Line.

Convention freeboards were assigned on 18.3.32, subject to certain conditions. This gave a reduction of $10\frac{3}{4}$ " in the freeboard.

The Owners advised on 13.5.32 that they did not wish to take advantage of the deeper loading permitted, and requested that the original cargo freeboard might be re-assigned. An amended assignment was therefore made on 16.5.32. Freeboard certificates were issued on 28.7.32, valid until 30.9.35. Annual surveys were carried out on 2.8.33 and 23.10.34.

Copies of all documents will be produced.



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