

S.S. "LA CRESCENTA"

Letter from the Board of Trade regarding a statutory declaration made by a Mr. Marks, who was a fireman on board the vessel on her last voyage but one.

The voyage referred to commenced on 18th September 1934 and was from San Pedro to Yokohama and Shimitzu and back to Port San Luis in California.

Most of the matters referred to in this declaration relate to the working of the oil fuel system. They do not allege any defects in the system, but rather refer to choking and other troubles which would normally be looked after by the crew.

The other matters refer to :-

Par. 13 - Water coming through the fidley like heavy rain.

Par. 14 - Door in front of after bridge was not quite tight and about half a bucketful entered as each sea struck the bulkhead.

Par. 16 - Broken ventilator over forward end of starboard alley-way of the after bridge which was not plugged, and a broken ventilator over an empty cabin which was not plugged.

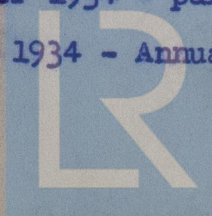
Par. 17 Chipping hammer went through the plating of crew's companion on starboard side of steering gear house about 5'6" above deck and close to door leaving a hole 1½" square.

Par. 18 - Buckling of deck - The upper deck was buckled about 15 feet abaft the main bridge for a length of about 20 feet. There was a series of waves about one inch high. These were more pronounced when the vessel was loaded, the waves then being about 4 inches high.

Par. 21 - Repairs to a number of rivets in the ship's sides near the waterline about 100 feet from the bow on the port side.

The only surveys held on this vessel since the commencement of the voyage on 18th September 1934 were :-

- (1) Yokohama - 20-23 October 1934 - part boiler survey.
- (2) San Pedro - 22 November 1934 - part boiler survey.
- (3) Yokohama - 23 October 1934 - Annual freeboard survey.



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With regard to paragraphs 13, 14, 16 and 17 it is not stated whether the fidley covers and the bridge front door were supposed to be closed and fastened when the defects reported were observed, but the matters reported in these four paragraphs would in the ordinary course be examined by the Surveyor who carried out the annual freeboard survey. It is therefore submitted a copy of these paragraphs be sent to the Surveyor for his remarks.

With regard to paragraph 18 it will be noted that this buckling is subsequent to that reported by the Bordeaux Surveyor in 1932, although the position is approximately the same. The stringer plate was .54" thick, there was one strake of plating in line with the expansion trunk each side .74" thick, and the remainder of the plating was .40" thick. The beams were spaced $25\frac{1}{2}$ inches apart. It is difficult to visualise a series of buckles in the deck plating 4 inches high between the beams over a length of about 20 feet. Such buckling must have affected the riveting of the plating to the beams, and would most probably cause fracture, buckling and other damage to the shell plating and adjacent structure, but there is no mention of this in the declaration.

23.8.35

Per. 26/8/35.

22/8



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