

S.S. "IA CRESCENTA"

The Board of Trade have made a number of enquiries regarding repairs which have been carried out at different ports and times, and they desire to know if possible the origin, nature, exact position and dates of the defects which necessitated the repairs :-

(1) Stem plate Fl port side :-

The Falmouth Surveyors reported (Rpt.7216 dated 10.6.30) :-

"Found stem shell plate Fl port side fractured, this has been repaired by the electric welding process. It is recommended that repair be examined at next dry docking".

There is no mention in the report as to the cause of the plate being fractured.

Barry report No.21420 dated October 1930 states :-

"The welding of the above plate was examined and found in good condition".

Liverpool Rpt.98508 dated April 1931 :-

"Plate examined and found efficient".

Falmouth Rpt.7612 dated January 1932 :-

Nothing reported done and welding still remains subject to examination.

Sunderland Rpt.31000 dated August 1932. In a letter attached to this report dated 15th August 1932, the Surveyor, Mr. Caldwell, stated that :-

"the shell plate Fl port side has been renewed, and E4 from "aft port side has been specially examined and found satisfactory".

It is submitted the Falmouth Surveyors be referred to their report No.7216, dated 10.6.30, and be requested to state if they have any notes as to the origin, nature, exact position and dates of the defects which necessitated this repair.

The Sunderland Surveyors should also be referred to their Rpt. 31000 dated August 1932, and their letter of 15.8.32 and be requested to state if the plate F1 port side was renewed as a result of damage or because of failure of the welding which had been carried out at Falmouth in June 1930.

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(2) Plate F1 on starboard side cropped and part renewed :-  
Sunderland Rpt. 31000, dated August 1930.

This repair was part of other repairs carried out as a result of damage through stranding in April 1932.

*slid*

The Sunderland Surveyors might be requested to state, if possible, the reason why plate F1 on the starboard side was cropped and part renewed, and whether the defect necessitating this renewal had any connection with the defect which necessitated the welding to plate F1 port, which was carried out at Falmouth in June 1930.

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(3) Plate E4 port side, counting from the stern :-  
Falmouth Rpt. 6861, September 1928.

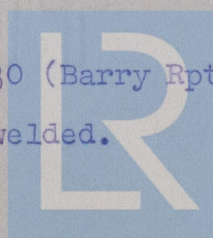
*Fal*  
*Barry*

"Shell plate in engine room port side E4 from aft cut out and electrically welded in way of small fracture".

This repair was examined in March 1929 (Falmouth Rpt. No. 6958) and in November 1929 (Rotterdam Rpt No. 18940) and found efficient.

In June 1930 (Falmouth Rpt. No. 7216) it was found defective and rewelded.

In September 1930 (Barry Rpt. No. 21420) it was again found defective and rewelded.



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In April 1931 (Liverpool Rpt. No.98508),  
in July 1932 (Sunderland Rpt. No. 31000,  
and  
in November 1933 (Swansea Rpt. No.20056)  
it was examined and found satisfactory.

The condition regarding examination at next dry  
docking had not been withdrawn up to the time when the vessel  
was lost.

The Falmouth Surveyors might be requested if  
possible to forward a report showing the origin, nature, exact  
position and date of the defect which necessitated this repair.  
The report should indicate the compartment in which the repairs  
were made.

They should also report under what circumstances it  
was found necessary to reweld it in June 1930.

A similar enquiry might be addressed to the Barry  
Surveyors regarding the rewelding in September 1930.

Bar  
(4) Buckling of one sheerstrake plate and one plate in  
strake below on starboard side, and buckling of main deck  
plating between after end of bridge and main mast, as a result of  
grounding at Bordeaux in April 1932.

The Surveyor reported in addition to the above :-

(a) Slight leakage from shell, probably in way of Nos. 2 or 3  
port and Nos. 4 & 7 starboard cargo tanks.

(b) Pipe line fittings disturbed and pipe fractured abaft  
No.4 hatchway starboard side.

(c) Deflection of deck was from  $\frac{3}{8}$ " to  $1\frac{1}{4}$ " between beams.

(d) Oil fuel cross bunker after bulkhead leaking slightly  
from riveting of brackets at sides.

(a) Buckling has not been observed before stranding,

(f) When cargo was half discharged the buckling was less and when discharge was about completed the buckling was scarcely discernable.

The Board of Trade state that "it has been reported "by other parties that the soundings of water when the ship was "aground in the River Gironde were 18'0" at each end and 12'0" "amidships". They suggest that this in itself should produce hogging and not sagging, such as would cause buckling, whilst the ship was aground. They desire to know therefore if the Surveyor who made the report can state when to his knowledge the buckling first occurred and what, in his opinion, was the cause.

*Rlx*

It is submitted the Surveyor be advised regarding the enquiry from the Board and be requested to report fully regarding the case.

In each enquiry the Surveyors should be advised that their remarks should only cover facts which are within their own personal knowledge.

Copies of the appropriate reports should be sent for their guidance. *if necessary.*

*[Signature]*

29.7.35

*X*

*Ans 30/7/35*



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