

Report of Survey for Repairs, &c., of Engines and Boilers.

15 DEC 1934

(Received at London Office)

Date of writing Report _____ When handed in at Local Office _____ 19 _____ Port of LOS ANGELES, CALIFORNIA,
 (SAN PEDRO)
 No. in Reg. Book. 79610 Survey held at PORT SAN LUIS, CALIFORNIA. Date, First Survey Nov. 21 Last Survey Nov. 22 1934
 (No. of Visits two)
 on the Machinery of the Woolston Steel S.S. "LA CRESCENTA"
 Tonnage { Gross 5880 Vessel built at Haverton-Hill-on-Tees By whom Furness S.B.Co.Ld. When 1923-6
 Net 3531. Engines made at Middlesbro' By whom Richardson's Westgirth & Co. Ld. When 1923
 Nominal Horse Power 573 Boilers, when made (Main) 1923 (Donkey) ----
 No. of Main Boilers 3SB Owners Crescent Navigation Co.Ld. Owners' Address _____
 (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers _____ Managers Harris & Dixon, Ld. Port London Voyage Orient
 Steam Pressure in Main Boilers 180# At Anchor & at _____
 in Donkey Boilers _____ If Surveyed Afloat or in Dry Dock Union Oil Dk.Pt.San Luis Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 5378 Port YKA
 Particulars of Examination and Repairs (if any) Completion of B.S.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 briefly summarised at the end of the report. 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 or this purpose, and why they were declined _____

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? After Blr. only

Do. " Donkey " " " " _____

If this was not done, state for what reasons? _____

And what parts of the Boilers could not be thus thoroughly examined? _____

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? _____

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? _____ To what pressure were they afterwards adjusted under steam? _____

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? After Boiler only, and of the Donkey Boilers? _____

Did the Surveyor examine the drain plugs of the Main Boilers? _____, and of the Donkey Boiler? _____

Did the Surveyor examine all the mountings of the Main Boilers? After Boiler only, and of the Donkey Boiler? _____

Has screw shaft now been drawn and examined? _____ Is it fitted with continuous liner? _____ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? _____

Has shaft now been changed? _____ If so, state reasons _____

Has the shaft now fitted been previously used? _____ Has it a continuous liner? _____ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? _____

State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft _____

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete

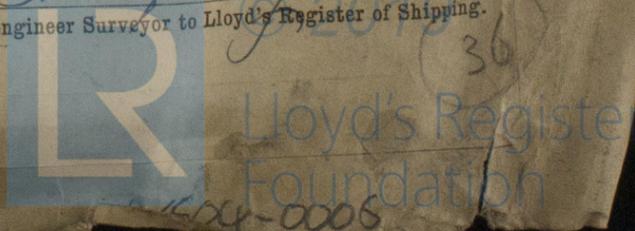
B.S. - NOW DONE:- The After Boiler examined throughout, with the doors, safety valves and mountings and found in good order. The safety valves of all three boilers adjusted under steam to blow at 180 lbs. The Port and Starboard Forward Boilers Surveyed at Yokohama.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel, so far as seen, is in efficient condition, eligible in my opinion to be continued as Classed with fresh record of B.S.10,34.

Survey Fee (per Section 20)..... \$30.00 :
 Special Damage or Repair Fee (if any)..... £ :
 Travelling expenses (if chargeable)..... \$22.00
 Subsistence \$16.00
 Committee's Minute

Fees applied for Nov. 23, 34
 Received by me, Frank S. DePuey
 Acting Engineer Surveyor to Lloyd's Register of Shipping.
 NEW YORK DEC 5 1934 FEB 15 1935

Assigned As now subject
B.S. 10-34



The Surveyors are requested not to write on or below the space for Committee's Minutes.

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to _____

Notes

Ym
18.12.34

N.B. — this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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