

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

15 DEC 1934

(Received at London Office)

Date of writing Report 19 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 Woolfenden Steel S.S. "LA CRESCENTA"
Tonnage { Gross 5880 Vessel built at Haverton-Hill-on-Teas By whom Furness S.B.Co.Ld. When 1923- 6
Net 3531. Engines made at Middlesbro' By whom Richardson's Westgirth & Co. Ltd. When 1923
Nominal Horse Power 573 Boilers, when made (Main) 1923 (Donkey) ----
No. of Main Boilers 3SB Owners Crescent Navigation Co.Ld. Owners' Address Port London Voyage Orient
No. of Donkey Boilers --- Managers Harris & Dixon, Ld. (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 180# If Surveyed Afloat or in Dry Dock At Anchor & at Union Oil Dk.Pt.San Luis Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers ---

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 serially 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. onlyDo. " 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 Boilers? 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 vitae 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.

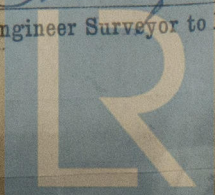
General Observations, Opinion, and Recommendation:— The Machinery of this vessel, so far as (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, B.&M.S. 9, 11, or L.M.C. 9, 11, 120 lb., F.D., &c.)
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 29)..... \$30.00 :
Special Damage or Repair Fee (if any)..... £ : :
(per Section 29.)
Travelling expenses (if chargeable)..... \$22.00
Subsistence \$16.00
Committee's Minute

Fees applied for
Nov. 23, 34
Received by me,
19

Frank S. Drury
Acting Engineer Surveyor to Lloyd's Register of Shipping.

Assigned As now subject
B.S. 10-34



Lloyd's Register
Foundation

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.



© 2019

Lloyd's Register
Foundation