

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

(Received at London Office)

OCT 1930

Date of writing Report 10 10 1930 When handed in at Local Office 10 10 1930

Port of Barry

No. in Reg. Book

Survey held at Barry

Date, First Survey 9 10 1930

Last Survey 23 9 1930

(No. of Vessels)

76212

on the Machinery of the Wood, Iron or Steel S.S. LACRESCENTA

Tonnage Gross 5880 Net 3531

Vessel built at Haverhill-on-Sea. By whom Furness B.B. & Co. Ltd.

When 1923. — 6

Nominal Horse Power 573

Engines made at Middlesbrough

By whom Richardson Westgarth & Co. Ltd. When 1923.

No. of Main Boilers 3.88

Boilers, when made (Main) 1923.

(Donkey)

No. of Donkey Boilers 1

Owners Crescent Navigation Co. Ltd.

Owners' Address

(If not already recorded in Appendix to Register Book).

Port London.

Voyage

Steam Pressure in Main Boilers 180 lbs.

Managers Harris & Dixon, Ltd.

Surveyed at Barry Graving.

(State name of Dock.) AFLOAT. NO DOCK.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER
Date of last Survey and of Periodical Surveys

Machinery and Boiler Surveys (including date of N.B., if any).

100RI. 6.30.
S.S. SHL No. — 27.LMC 9.27.
BS. 11.29.
TS. CL. 11.29.Carrying PETROLEUM in Bulk.
Fitted for Oil Fuel 7.23.
R.P. ABOVE 150°F.

Last Report No. Port

Particulars of Examination and Repairs (if any) Locking. Damage. TS.

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 for this purpose, and why they were declined? YES. NOT REQUIRED.

Was a damage report made by anyone else? If so, by whom? YES. SALVAGE ASSOCIATION.

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

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/sq.

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? YES. , and of the Donkey Boiler? "

Did the Surveyor examine the drain plugs of the Main Boilers? NONE. , and of the Donkey Boiler? "

Did the Surveyor examine all the mountings of the Main Boilers? YES. , and of the Donkey Boiler? "

Has screw shaft now been drawn and examined? YES. Is it fitted with continuous liner? YES Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? NO.

Has shaft now been changed? NO 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? 1/16".

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

with date, all the rule requirements with exception of the following remain to be carried out:— HP cylinder and piston, HP and MP valves and chests, crankshaft journals and main bearings, thrust shaft and intermediate shaft.

Owners Supt states that the survey will be completed at the next available opportunity.

On account of damage alleged to have been sustained through heavy weather whilst on a voyage Home to New Orleans, and returning to UK, commencing 18th July 1930 until 23rd August 1930, for further particulars see log books.

NOW DONE:— Propeller, outer end of stern bush and peacock outside fastenings examined.

Screw shaft drawn in and examined, found in good condition.

Crankshaft journals and main bearings, thrust and intermediate shafts examined. P.T.O.

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.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

seen is eligible in my opinion to remain as classed with fresh record of survey LMC MS with date when the survey is completed as stated above, and records of BS 9.30, and screw shaft (CL) seen 9.30 now; subject to electric repair of main engine bedplate being specially examined before the end of March 1931.

Survey Fee (per Section 29)	£	:	:	Fees applied for
				19
Special Damage or Repair Fee (if any) (per Section 29)	£	:	:	Received by me,
				19
Travelling expenses (if chargeable)	£	:	:	

Committee's Minute

Assigned

A. E. Echlin
Engineer Surveyor to Lloyd's Register of Shipping.

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Has a survey been held on ship?

If so, in the report sent now, or when will it be sent?

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

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

Barry

S^S LA CRESCENTA.CONTINUED.

DAMAGE REPAIRS: Top halves of all main bearings dressed up and oil ways deepened.
 Crack in bedplate after HP bearing on starboard side, weed out and built up solid with electric welding. (SEE SKETCH BELOW).
 Thrust shoes dressed up and oil ways deepened.
 MP and LP guide shoes remetalled. and refitted in place.
 All holding down bolts of main engine tested and hardened up as found necessary. 7 bolts renewed.

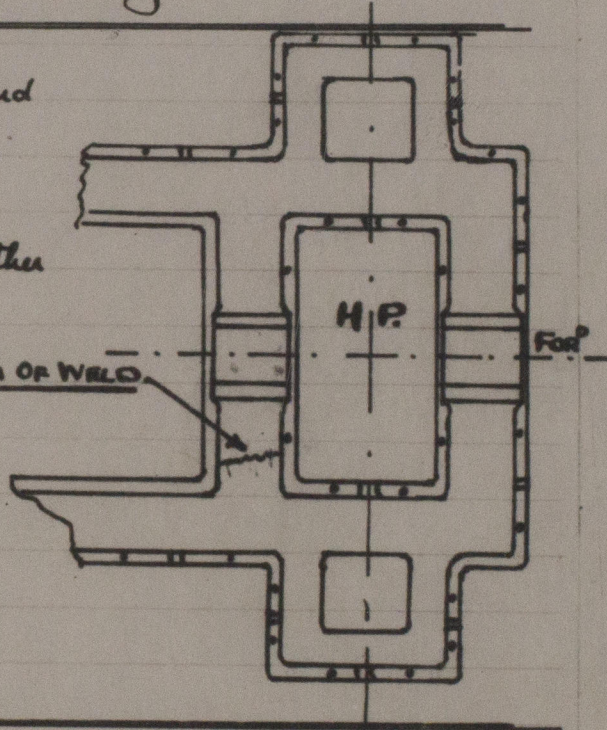
PART. MS. HP cylinder and piston, HP and MP valves and chests, crankshaft journals and main bearings, thrust and intermediate shafts examined and found in good condition.

BS Complete. Boilers examined internally and externally with their mountings doors and fastenings found or placed in good condition; afterwards examined under steam and their safety valves adjusted to working pressure as stated.

REPAIRS: WIT Starboard forward boiler main and aux^y stop valve seats renewed.
 After boiler aux^y stop valve seat renewed.
 All mountings adjusted as found necessary

LIMIT:- Crack in bedplate, after HP bearing on starboard side, weed out and built up solid with electric welding.
 It is recommended that this repair be further examined before the end of March 1931.

POSITION OF WELD



A. E. Collins



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