

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

(Received at London Office 17 MAR 1931)

Date of writing Report Feb 20th 1931 When handed in at Local Office Port of Willemstad, Curacao, D. W. I.

No. in Reg. Book 76212 Survey held at Curacao, D. W. I. Date, First Survey Feb 14th Last Survey Feb 18th 1931 (No. of Visits 4)

on the Machinery of the Harvest Steel S.S. "LA. CRESCENTA."

Tonnage Gross 5880 Net 3531 Vessel built at Hull - on - Jess By whom Furness S. S. Co. Ltd when 1923 - 6

Nominal Horse Power 573 Engines made at Middlesbrough By whom Richardson, Westgarth & Co when 1923

No. of Main Boilers 3 S.S. Boilers, when made (Main) 1923 Owners Crescent Navigation Co Ltd Owners' Address Port London Voyage Foreign

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 180 Managers Harris & Dixon Ltd (if not already recorded in Appendix to Register Book.)
in Donkey Boilers 1 Surveyed Afloat in Donkey Curacao. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)
Ocean Pier

Last Report No. 350 Port Cco.

Particulars of Examination and Repairs (if any) Renewal M. B. Stop Valve + 100 A.I. 9-30
S.S. SHZ. No 1 - 27 + LMC 9-27
B.S. 9-30

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? ✓

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? No

Do. " " Donkey " " " " Not due

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? ✓ To what pressure were they afterwards adjusted under steam? ✓

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? ✓ 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? ✓ 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

A new Main Stop Valve (Bronze) made to replace the defective valve re-

moved from the Forward Port Boiler on the previous voyage at Curacao on

January 8th 1931.

The valve examined and tested in machine shop to 720 lbs and found

satisfactory. The flange of chest marked: LLOYD'S TEST. 720 lbs. EN. 14. 2. 31.

The valve installed on the Forward Port Boiler. The main steam pipes between

yoke piece and valve re-aligned and re-jointed in place. Steam raised to the working

pressure 180 lb. valve and all joints tested under steam and found in order.

Reasons list No. 1 partly held.

No. 1 not advanced at this time.

Limitation list Specially ex main Engine bedplate. 6 months. 3-31. The welding of fracture

slack at one end. Found no sign of the fracture having extended.

General Observations, Opinion, and Recommendation:—
(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, S.S. 9, 11, B.&N.S. 9, 11, or S.L.M.C. 9, 11, 140 lb., F.D., &c.)
Recommend that the machinery of this vessel remain as
now classed without fresh record of Survey.

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

Committee's Minute
Assigned

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W604-0027

SEE LIMITATION LIST

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

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

As a Certificate required' If so, to be sent to