

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

(Received at London Office)

5 JAN 1932

Date of writing Report Jan 4 1932 When handed in at Local Office Jan 4 1932 Port of Falmouth
 No. in Reg. Book. 26204 Survey held at Falmouth Date, First Survey Dec 9/31 Last Survey Jan 4 1932
on the Machinery of the Wood, Iron or Steel S.S. La Crescenta (No. of Visits 9)
 Tonnage Gross 5880 Net 3531 Vessel built at Haverhill Mass By whom Furness S.B. Co Ltd When 1923-6
 Nominal Horse Power 573 Engines made at Middleboro By whom Ross & Westgate When 1923
 No. of Main Boilers 3 Boilers, when made (Main) 1923 (Donkey)
 Owners Crescent No. 6 Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers Harris & Dixon Ltd. Port London Voyage Laid up
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Fal No 2 Dock
 Steam Pressure 180 (State name of Dock.)
 In Donkey Boilers ✓

Last Report No. 7612 Port Falmouth
 Particulars of Examination and Repairs (if any) Comp. MS & AS

(Periodical Surveys, when held, must be reported in detail and certification 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?

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? 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? not adjusted

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 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? yes.

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? no 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 3/32

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 the safety valves remain to be adjusted under steam. The vessel is now laid up at this port & it is requested that the date of AS may be deferred until recommissioning.

Completion of MS. see Rpt. 21420.

MP & LP cylinders & pistons LP valve & chest, all pumps, pumping arrangement & auxiliaries examined & condenser tested.

Main boilers examined internally & externally with their Safety Valves & mountings minor repairs effected.

Main engine bed plate examined in way of electric weld which appeared sound & no evidence of fracture extending. In my opinion this repair may be considered permanent.

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, B.S. 9.11, B.M.S. 9.11, or P.L.M.C. 9.11, 100 lb., F.D., &c.)

The machinery of this vessel is eligible in my opinion to remain as classed & to have the Record. TIME. 9.30 as previously recommended. & to have the Record BS (with date) when Survey is completed.

Survey Fee (per Section 20)	£	:	:	Fees applied for
Special Damage or Repair Fee (if any) (per Section 20.)	£	:	:	19
Travelling expenses (if chargeable)	£	:	:	Received by me,
				19

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

© 2019

Lloyd's Register Foundation

W604-0034