

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

29 APR 1932

(Received at London Office)

Date of writing Report 27th April 1932 When handed in at Local Office 27th April 1932 Port of Bordeaux

No. in Book 659 Survey held at Bec d'Ambre (Bordeaux) Date, First Survey 21st April Last Survey 22nd April 1932
(No. of Visits 3)

659 on the Machinery of the Wood, Iron or Steel La Crescenta

Gross 5880 Vessel built at Haverthwaite By whom Furness L.B. Co. Ltd. When 1923
Net 5531 Engines made at Hiddleston By whom Richardson, Westgarth & Co. Ltd. When 1923
Nominal 573 Boilers, when made (Main) 1923 (Donkey) -
(Horse Power)

No. of Main Boilers 355 Owners Crescent Navigation Co. Ltd. Owners' Address -
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 180 Managers Harold & John Ltd. Port London Voyage Sunderland
Steam Pressure in Main Boilers 180 lbs & Surveyed Afloat or in Dry Dock Bec d'Ambre
(State name of Dock.)

In Donkey Boilers ✓

Last Report No. HP Bedplate Port StrandingParticulars of Examination and Repairs (if any) Stranding

(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? body of Damage Report herewith

Was a damage report made by anyone else? If so, by whom? No

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

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? ✓

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? 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 Vessel afloat

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

Stated to have occurred in the line divide off Bec d'Ambre between the 20th & 21st April 1932, whilst on a voyage from Port Arthur to Bordeaux:-

Main Condenser, Circulating pump and cooling water service cleared and examined. Machinery generally examined and considered efficient to enable the vessel to proceed to the United Kingdom where, it is recommended, the machinery be opened out for further examination on arrival (Sunderland Surveyors advised and copy of Damage Report forwarded to them.)

Please refer to copy of Interim Certificate B.I. and Damage Report forwarded herewith.

HP Bedplate

At the request of the Owners' Representative examined HP Bedplate.

A fracture across the face of No 2 main bearing frame on the Starboard side, (P.F.O.)

General Observations, Opinion, and Recommendation:— The machinery of the vessel, as far

(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, R.S. 9, II, R.E.N.S. 9, II, or C.L.M.C. 9, II, 150 lb. F.P., &c.)

as now seen, is in safe working condition and, in my opinion, is eligible to remain as classed without fresh record of Survey Subject to the machinery being opened out for further examination on the 20th and the HP bedplate being dealt with on the vessel's arrival in the United Kingdom.

Survey Fee (per Section 29).....	£	:	:	Fees applied for
Special Damage or Repair Fee (if any) (per Section 29.).....	£	:	:	10
Travelling expenses (if chargeable).....	£	:	:	Received by me,
				10

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

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which has at some time been repaired by welding, found to be showing
beginning of re-opening at the edges of the weld. It was considered that the
bedplate is efficient to permit the vessel to complete the voyage
subject to the fracture being dealt with on arrival in the United
Kingdom (Sunderland Surveyors advised)

Robert Jones

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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