

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

(Received at London Office)

Date of writing Report 19 When handed in at Local Office 5 AUG. 1932 Port of Sunderland

No. in Reg. Book. Survey held at Sunderland Date, First Survey May 2 Last Survey July 29 1932 (No. of visits 23)

65938 on the Machinery of the Wood, Iron or Steel S.S. "LA CRESCENTA"

Tonnage Gross 5880 Net 3531 Vessel built at Newton Hill at By whom J. & S. B. Co Ltd. When 1923-6

Nominal Horse Power 573 Engines made at Middlebury By whom Richardson & Wright When 1925

No. of Main Boilers 3 Boilers, when made (Main) 1923 (Donkey)

No. of Donkey Boilers 1 Owners' Address Owners Cuscut. Harv. Co Ltd. (If not already recorded in Appendix to Register Book.)

Steam Pressure 180 lbs Managers Harris & Dixon Ltd Port London Voyage

If Surveyed Afloat or in Dry Dock Greenwall Quay 6 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)

in Donkey Boilers

Last Report No. Port

## Particulars of Examination and Repairs (if any) Damage.

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

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 Boiler?

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? 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 ligum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Close.

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

How Damage caused stated to have been caused through stranding in the River Grinde off Bee d' Aukh on the 20th and 21st April 1932. Vessel placed in Dry Dock. Examined propellers, stern bush and outside fastenings of screw connection. Tail shaft examined drawn inboard. Sea cocks and valves opened up. Main engine cranked ashore, bedplate section removed, engine re-erected on quay, dismantled and re-erected in ship with new C.I. cheeks and holding down bolts. Shafting alignment tried from time to time during chocking and main engine tried under steam at quay on completion. Examined thrust shaft, independent circulating pump and Ballast pump. Main condenser examined and tested.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel

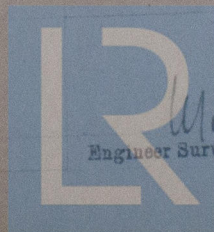
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 2, 11, B.&M.S. 2, 11, or L.M.C. 2, 11, 140 lb., S.D., &c.)

is eligible in my opinion to remain as classed with Junk Register of Survey C.L. 732 without special condition.

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



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M. Caldwell

Engineer Surveyor to Lloyd's Register of Shipping

W604-0039 1/2

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

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

Damage Repair effected

Found section of Main engine bedplate renewed (Casting certificate attached). Both sections machined on under side and new solid C-1 cheeks and new holding down bolts fitted. No 1, 3 and 6 main bearing bushes and HP eccentric straps reinstalled. HP piston rings renewed. Main condenser checked. Aft tube plate inspected.

Condenser tested on completion of repairs.

Independent Circulating pump Main bearings reinstalled. Bottom end bearings reinstalled. Impeller shaft with bearings renewed. Crank shaft skinned up in way of bearings.

Ballast pump 2 piston rings renewed.

Sea connections Main injection and Tank injection valves led renewed.

Tail shaft liner dressed up where scored. Skin bulk drawn, newwooded and wood turned up in lathe.

Repairs for Wear and Tear.

Independent circulating pump water end casting renewed complete.

M. Caldwell.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation

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