

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

(Received at London Office)

Date of writing Report 4-8-33 When handed in at Local Office Port of Milford

No. in Reg. Book 29422 Survey held at Milford Haven Date, First Survey 2-8-33 Last Survey 2-8-1933  
 (No. of Visits 11)

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

Tonnage: Gross 5880 Net 3531 Vessel built at Haverhill Hill on Yes By whom Furness S.B. Co. Ltd. When 1923  
 Engines made at Middlesbrough By whom Richardsons Westgarth & Co. Ltd. When 1923  
 (Donkey)

Nominal Horse Power 573 Boilers, when made (Main) 1923  
 Owners Crescent Navigation Co. Ltd. Owners' Address Recorded  
 (if not already recorded in Appendix to Register Book)  
 Managers Harris & Dixon Ltd. Port London Voyage Laid Up

No. of Donkey Boilers 3 If Surveyed Afloat or in Dry Dock Afloat - Milford Haven  
 Steam Pressure in Main Boilers 180 lbs  
 in Donkey Boilers ✓

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

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Year and month when surveyed.	Machinery and Boiler Surveys (including date of N.B. if any)
+ 100A1		+ LMC 9, 30
7, 32		BS 2, 32
S.S. Div. No. 2, 30		CL 7, 32
		7/23

Last Report No. 4771 Port Milford  
 Particulars of Examination and Repairs (if any) Boiler

(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 summarized at the end of the report. State also the date 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? All parts examined

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? ✓

State latest date of internal examination of each boiler 2-8-33

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? To adjust

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 the shaft now been changed? ✓ If so, state reasons ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 date of examination of Screw Shaft ✓ 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 Safety Valves to adjust under

Steam.

All the boiler mountings were opened, ground in, examined and found efficient. The boiler was examined internally and externally, with its Manholes and Doors, and found in good condition. The Safety Valves remain to be adjusted under steam (of the 3 boilers) before being placed in commission.

### 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 L.M.C. 9, 11, (44 lb., F.D., &c.) The Machinery of  
 This vessel is eligible in my opinion to remain as now classed, and to have record of Survey and Notation of B.S. 8, 33.

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

© 2019  
 John Stocks  
 Engineer Surveyor to Lloyd's Register of Shipping.  
 Lloyd's Register Foundation

W604-0042

If so, is 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