Rpt. 9.

No. 1698

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

(Received at London Office 13 DEC 1934)

Date of writing Report ____ 19 ____ When handed in at Local Office ____ 19 ____ Port of LOS ANGELES, CALIFORNIA, (SAN PEDRO)

No. in Reg. Book. 79610 — Survey held at PORT SAN LUIS, CALIFORNIA. Date, First Survey Nov. 21 Last Survey Nov. 22 1934 (No. of Visits two)

on the Machinery of the ~~Steamship~~ Steel S.S. "LA CRESCENTA"

Tonnage: Gross 5880, Net 3531

Vessel built at Haverton-Hill-on-Tees By whom Furness S.B.Co.Ld. When 1923- 6

Nominal Horse Power 573

Engines made at Middlesbro' By whom Richardson's Westgarth & Co. When 1923

No. of Main Boilers 3SB

Boilers, when made (Main) 1923 (Donkey) ----

No. of Donkey Boilers ---

Steam Pressure— in Main Boilers 180# in Donkey Boilers ---

Owners Crescent Navigation Co.Ld. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Harris & Dixon, Ld. Port London Voyage Orient

If Surveyed Afloat or in Dry Dock (State name of Dock.) At Anchor & at Union Oil Dk. Pt. San Luis

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

CHARACTER. ✠ for Special Survey. Date of last survey and of Periodical Survers.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
✠100 A1 11,33		✠LMC 9,30
ss Bry.No.2-30		TS 7,32cl
		BS 4,33
Carrying petroleum in bulk.		
Fitted for oil fuel 7,23		
F.P.above 150°F.		

Last Report No. 5378 Port N/R

Particulars of Examination and Repairs (if any)

Completion of B.S.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 or 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? After Blr. only

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 Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

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? After Boiler only, 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? After Boiler only, 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 vitæ 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

B.S. - NOW DONE:- The After Boiler examined throughout, with the doors, safety valves and mountings and found in good order. The safety valves of all three boilers adjusted under steam to blow at 180 lbs. The Port and Starboard Forward Boilers Surveyed at Yokohama.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel, so far as seen, is in efficient condition, eligible in my opinion to be continued as Classed with fresh record of B.S.10,34.

(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, R.&M.S. 9,11, or ✠ L.M.C. 9,11. 140 lb., F.D., &c.)

Survey Fee (per Section 29) ..... £ : : Fees applied for ____ 19____

Special Damage or Repair Fee (if any) (per Section 29.) ..... £ : :

Travelling expenses (if chargeable) ..... £ : : Received by me, ____ 19____

Frank [illegible]
Acting Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

Has a Survey also been held on Ship? 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

10m.12.31.—Transfer Ink.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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