

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

(Received at London Office

12 JUN 1930

Date of writing Report *June 11 1930* When handed in at Local Office *June 11 1930* Port of *Falmouth*
 No. in Reg. Book *26155* Survey held at *Falmouth* Date, First Survey *7* Last Survey *June 5 1930*
 on the Machinery of the *Wood, Iron & Steel* \$S *"LA CRESCENTA"*
 Tonnage Gross *5880* Vessel built at *Haverston Hill* By whom *Furness S B Co Ltd.* When *1923-6*
 Net *3531* Engines made at *Middlesbrough* By whom *R. Tom Wintgarth & Co Ltd* When *1923*
 Nominal Horse Power *573* Boilers, when made (Main) *1923* (Donkey)
 No. of Main Boilers *3* Owners *Crescent Navigation Co Ltd* Owners' Address *(if not already recorded in Appendix to Register Book.)*
 No. of Donkey Boilers *3* Managers *Harris & Dixon Ltd* Port *London* Voyage *Voyage*
 Steam Pressure in Main Boilers *180* If Surveyed Afloat or in Dry Dock *Fal No 2 Dk*
 in Donkey Boilers

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

CHARACTER	Date of last Survey and of Periodical Surveys	Years assigned	Machinery and Boilers Surveyed (including date of S.B., if any)
<i>+100 R. 1</i>	<i>11.29</i>	<i>4</i>	<i>+LIME 9.27</i>
<i>SS S.H. NO. 1</i>	<i>27</i>	<i>2</i>	<i>BS 11.29</i>
			<i>CL 11.29</i>

Carrying fuel in bulk
Fitted for bil. Fuel 7.23 Falmouth 150°F.

Particulars of Examination and Repairs (if any) *Docking*

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 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 *to bare*

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

Vessel in dry dock. propeller & sea fastenings examined

General Observations, Opinion, and Recommendation:—

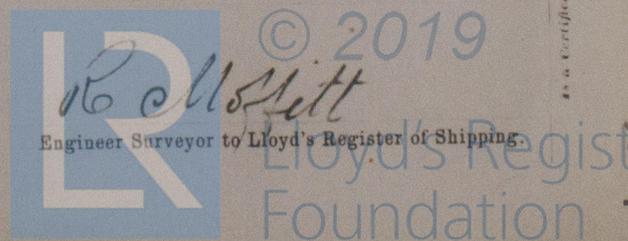
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 0.11, & M.S. 0.11, or S.L.M.C. 0.11, 140 lb., F. 11, &c.)

vessel is eligible in my opinion to remain as classed

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



W604-0050