Rpt. 9.

REC'D NEW YORK MAR 4 - 1931

No. 367

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

(Received at London Office 17 MAR 1931)

Date of writing Report Feb 20th 1931 When handed in at Local Office ✓ to ✓ Port of Willemstad. Curacao. D.W.I.

No. in Reg. Book. 76212 Survey held at Curacao. D.W.I. Date. First Survey Feb 14th Last Survey Feb 18th 1931 (No. of Visits 4)

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

Tonnage { Gross 5880 / Net 3531

Nominal Horse Power { 573

No. of Main Boilers 3 S.E.

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 180

in Donkey Boilers ✓

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

Engines made at Middlesbrough By whom Richardson, Westgarth & Co Ltd When 1923

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

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

Managers Harris & Dixon Ltd Port London Voyage Foreign

Surveyed Afloat ~~or in Dry Dock~~ Curacao. Ocean Pier (State name of Dock.)

Last Report No. 350 Port Cco.

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.	Years assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+ 100 A1. 9-30		+ LMC 9-27
S.S. SHR. No. 1 -27		B.S. 9-30
Carrying petroleum in bulk		C.L. 9-30
Fitted for oil fuel above 150°F.		7-23. F.P.

Particulars of Examination and Repairs (if any) Renewal M. B. Stop Valve

(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 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? No

" Do. " Donkey " " " ✓

If this was not done, state for what reasons? Not due

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? ✓ 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

A new Main Stop Valve (Bronze) made to replace the defective valve removed from the Forward Port Boiler on the previous voyage at Curacao on January 8th, 1931.

The valve examined and tested in machine shop to 720 lbs and found satisfactory. The flange of chest marked: LLOYDS TEST. 720 lbs. EW. 14.2.31. The valve installed on the Forward Port Boiler. The main steam pipes between yoke piece and valve re-aligned and rejointed in place. Steam raised to the working pressure 180 lb. valve and all joints tested under steam and found in order.

~~L. Reasons list~~ No. 1 partly held.

No. 1 not advanced at this time.

~~Limitation list~~ Specially ex main Engine bedplate. 6 months. 3-31. The welding of fracture slack at one end. Found no sign of the fracture having extended.

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, 140 lb., F.D., &c.)

Recommend that the machinery of this vessel remain as now classed without fresh record of Survey.

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

E. S. Whitham
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

Assigned

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

If so, is the Report sent now, or when will it be sent? ✓

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

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

SEE LIMITATION LIST.

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W6004-0053