

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

-5 FEB 1931

(Received at London Office)

Date of writing Report *January 10<sup>th</sup> 1931* When handed in at Local Office *✓* Port of *Willemstad, Curacao S.M.I.*  
 No. in Reg. Book. *76212* Survey held at *Curacao S.M.I.* Date, First Survey *Jan 8<sup>th</sup> 1931* Last Survey *Jan 1<sup>st</sup> 1931*  
 on the Machinery of the *Iron* Steel *S.S. "LA. CRESCENTA."*  
 Tonnage Gross *5880* Vessel built at *Hill-on-Sea* By whom *Furness, S.B. 6<sup>th</sup> Ltd* When *1923-6*  
 Net *3531* Engines made at *Middlesborough* By whom *Richardsons, Westgarth & Co* When *1923*  
 Nominal Horse Power *573* Boilers, when made (Main) *1923* (Donkey)  
 No. of Main Boilers *38B* Owners *Crescent Navigation Co Ltd* Owners' Address *Port London* Voyage *to Janiero*  
 No. of Donkey Boilers *✓* Managers *Harris & Dixon Ltd* (If not already recorded in Appendix to Register Book)  
 Steam Pressure in Main Boilers *180* *Surveyed Afloat in ~~the~~ Dock* *Curacao East Pier*  
 in Donkey Boilers *✓* (State name of Dock.)

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

CHARACTER	Year	Machinery and Boiler
for Special Survey	new	Survey
Date of last Survey and of Periodical Surveys	expired	(including date of N.B., if any)
<i>100 A1</i>	<i>9-30</i>	<i>+ LMC 9-24</i>
<i>88. S.H.Z. N<sup>o</sup> 1-27</i>		<i>C.L. 9-30</i>
		<i>B.S. 9-30</i>

*carrying petroleum in bulk.**Fitted for Oil Fuel 7-23. F.P. above 150° F.*Last Report No. *21420* Port *Bry*Particulars of Examination and Repairs (if any) *Respective M.B. Stop Valve + 100 A1 9-30*

(Periodical Surveys, when held, must be reported in detail and 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 " " " " *Not due*

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? *For Port Boiler only.* 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? *Main Stop Valve For Port 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 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 *New valve to be fitted on return voyage.*

*at the request of the Master A. J. Heerden made an examination of the defective Main Stop Valve of the Forward Port Boiler. This valve was discovered to be defective on December 28<sup>th</sup> on the voyage from Dakar to Curacao S.M.I. and at this time a blank flange was fitted to the end of the steam pipe adjoining valve and the boiler cut out. It is stated that vessel did not encounter any heavy weather on this voyage.*

*on examination found the Main Stop valve of the Forward Port Boiler fractured for about half of the circumference midway between the flange for steam pipe and the body of the valve, also the rib piece supporting the flange found to be cracked through.*

*Now done* The valve removed from the boiler shell and a blank flange made and fitted in place of same. The main steam pipe disconnected

## 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, R.S. 9.11, R.&N.S. 9.11, or L.M.C. 9.11, 120 lb., F.D., &c.)

*Recommend that the machinery of this vessel remain as now classed without fresh record of survey and subject to a new main stop valve being fitted to the Forward Port Boiler on the return voyage.*

Survey Fee (per Section 29).....	£	:	:	Fees applied for
Special Damage or Repair Fee (if any).....	£	:	:	10
(per Section 29.)				
Travelling expenses (if chargeable).....	£	:	:	Received by me,
				10

Committee's Minute

Assigned

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

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Lloyd's Register  
 Foundation

W684-0054 1/2



at the y piece connecting the Forward Port and Forward  
Starboard Boilers and a blank flange fitted.  
The Safety Valves of the Forward Port Boiler tried & found to be  
free.

The vessel proceeded on the voyage using the Forward Port  
Boiler on the auxiliaries and the Forward Starboard and after  
Boiler on the Main Engines.  
a valve of best Brass to be made <sup>tested</sup> and fitted on the vessels  
return from Rio Janeiro.

S. S. Whitlam

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

