

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

5 FEB 1931

(Received at London Office)

Date of writing Report January 10th 1931 When handed in at Local Office ✓ 10 ✓ Port of Willemstad, Curacao S.W.I.

No. in Reg. Book 76212 Survey held at Curacao, S.W.I. Date, First Survey Jan 8th 1931 Last Survey Jan 9th 1931 No. of Visits 2

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

Tonnage Gross 5880 Net 3531 Vessel built at Hill-on-Sea By whom Furness, S.B. Co^{ltd} When 1923-6

Nominal Horse Power 573 Engines made at Middlesborough By whom Richardsons, Westgarth & Co^{ltd} When 1923

No. of Main Boilers 388 Boilers, when made (Main) 1923 (Donkey)

No. of Donkey Boilers ✓ Owners Crescent Navigation Co^{ltd} Owners' Address Port London Voyage Rio Janeiro

Steam Pressure in Main Boilers 180 Managers Harris & Dixon Ltd. (If not already recorded in Appendix to Register Book)

in Donkey Boilers ✓ Surveyed Afloat in ~~the~~ Dock Curacao East Pier (State name of Dock.)

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

Last Report No. 21420 Port Bry

Particulars of Examination and Repairs (if any) Defective M.B. Stop Valve + 100 A1 9-30
8 P. SHZ. No 1-27 + LMC 9-24
C.L. 9-30
B.S. 9-30

(Periodical Surveys, when held, must be reported in detail and written 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? Forward 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 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 Forward 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 vite 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 28th on the voyage from Dakar to Curacao S.W.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.

Examined 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

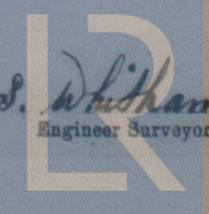
General Observations, Opinion, and Recommendation:—

(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, S.S. 9,11, R.E.M.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	10
Special Damage or Repair Fee (if any).....	£ : :	Received by me,	10
(per Section 29.)			
Travelling expenses (if chargeable).....	£ : :		

Committee's Minute
Assigned

© 2019

 Lloyd's Register Foundation
 W664-0054 1/2

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

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 ^{tested} and fitted on the vessels return from Rio Janeiro.

G. S. Whitlam

N.B.—If this Report is copied by copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

