

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

(Received at London Office)

Date of writing Report 19 When handed in at Local Office 5 AUG 1932 Port of Sunderland

No. in Reg. Book 65938 Survey held at Sunderland Date, First Survey May 2 Last Survey July 29 1932
 on the Machinery of the Wood, Iron or Steel S.S. "LA CRESCENTA" (No. of visits 23)

Tonnage Gross 5880 Net 3531 Vessel built at Hawthorn Hill Works By whom Jurion S.B. Co Ltd. When 1923-6
 Engines made at Middlesbrough By whom Richardson Widgault When 1925
 Nominal Horse Power 573 Boilers, when made (Main) 1925 (Donkey) -
 No. of Main Boilers 3 Owners Crescent Navig. Co Ltd. Managers' Address Port of London Voyage -
 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Greenwich Quays Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Damage

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Year Address how expired.	Machinery and Boiler Surveys (including date of N.E., if any).
+100 A1. 1-32		+L.M.C. 9-20
S.S. B. 7. 102-20		B.S. 2-32.
		C.L. 9-20

Has a Survey also been held Ship? If so, is the Report sent now, or when will it be sent?

Periodical surveys, when held, must be reported in detail and serially 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 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 Yes. Mr Rogers not required

Was a damage report made by anyone else? If so, by whom? Yes. Mr Spark.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do. " " Donkey " " " " No

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

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 Boiler?

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? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? No 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? Close.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? How Done for Damage stated to have been caused through stranding in the River Quinde off Bee d' Ankle on the 20th and 21st April 1932. Vessel placed in Dry Dock. Examined propellers, stem bush and outside fastenings of screw connection. Tail shaft examined drawn inboard. Sea cocks and valves opened up. Main engine craned ashore, bedplate section removed, engine re-erected on quay, dismantled and re-erected in ship with new C.I. chocks and holding down bolts. Shafting alignment tested from time to time during chocking and main engine tried under steam at quay on completion. Examined thrust shaft, independent circulating pump and Ballast pump. Main condenser examined and tested.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel is eligible, in my opinion, to remain as classed with Fresh Water of Survey C.L. 7-32 without special condition.

Survey Fee (per Section 29)	£	:	:	Fees applied for
Special Damage or Repair Fee (if any) (per Section 29.)	£	:	:	19
Travelling expenses (if chargeable)	£	:	:	Received by me,
				19

Committee's Minute Assigned

© 2019
 M. Caldwell's Register
 Engineer Surveyor to Lloyd's Register of Shipping.
 Foundation
 W604-0064 1/2

Insert character of ship and Machinery precisely as in the Register Book. Certificate required: If so, to be sent to

Damage Repair Effected

Found section of Main engine bedplate renewed (Casting certificate attached). Both sections machined on under side and new solid C-1 cheeks and new holding down bolts fitted. No 1, 3 and 6 main bearing bushes and HP eccentric straps reinstalled. HP piston spring renewed.

Main condenser checked. All tube plate inspected. Condenser tested on completion of repairs.

Independent Circulating pump Main bearings reinstalled. Bottom end bearings reinstalled. Impeller shaft with bearings renewed. Crank shaft skinned up in way of bearings.

Ballast pump 2 piston rings renewed.

Sea connections Main injection and Tank injection valves both renewed.

Tail shaft liner dressed up where scored. Skin bush drawn, rewooded and wood turned up in lathe.

Repairs for Wear and Tear.

Independent circulating pump water end casting renewed complete.

W. Caldwell.

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

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2019

Lloyd's Register Foundation

W604-0064 2/2