

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

(Received at London Office)

Date of writing Report

When handed in at Local Office 5 AUG 1932

Port of Sunderland

No. in
Reg. Book

Survey held at Sunderland

Date, First Survey May 2

Last Survey July 29 1932

65938

on the Machinery of the Wood, Iron or Steel

S.S. "LA CRESCENTA"

(No. of Vessels) 23

Tonnage

Gross 5880

Net 3531

Vessel built at Hawthorn Hill at Hull

By whom J. & S. B. Co. Ltd.

When 1923-6

Nominal
Horse Power

573

Engines made at Middlesbrough

By whom Richardson & Wigham

When 1923

No. of Main Boilers

3

Boilers, when made (Main)

1923

(Donkey)

No. of Donkey Boilers

✓

Steam Pressure—
in Main Boilers

180 lb.

Owners Cuscutt & Havig. Co. Ltd.

Owners' Address

(If not already recorded in Appendix to Register Book).

Port London

Voyage

in Donkey Boilers

✓

Managers Harris & Dismore Ltd.

If Surveyed Afloat or in Dry Dock

Greenwich Quay

Dock

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.

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.

Was a damage report made by anyone else? If so, by whom?

Yr. Mr Rogers, not required
Yr. Mr Spark.

Garrying
petroleum
in
bulk.

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 done 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?

Yr

Is it fitted with continuous liner?

Yr

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' Aukle on the 20th and 21st April 1932.

Vessel placed in Dry Dock. Examined propellers, stern bush and outside fastenings of cra connections. 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 at completion.

Examined thrust shaft, independent circulating pump and Ballast pump. Main condenser examined and tested.

P.T.O

General Observations, Opinion, and Recommendation:—

The Machinery of this Vessel (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. 2, 11, B.S. 2, 11, or L.M.C. 2, 11, 12, 13, &c.).

is eligible in my opinion to remain as classed with Fresh Runnel of Survey C.L. 7.32 without special condition.

Survey Fee (per Section 20) £ : :
Special Damage or Repair Fee (if any) (per Section 20.) £ : :
Travelling expenses (if chargeable) £ : :

Fees applied for
19
Received by me,
19

Committee's Minute

Assigned

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M. Caldwell
Engineer Surveyor to Lloyd's Register of Shipping
Foundation

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

If so, to be sent to

Damage Repairs 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 retubed. Aft tube plate repainted. 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 bulk drawn, rewooded and wood turned up in lathe.

Repairs for Wear and Tear.

Independent circulating pump water end casting renewed complete.

W. Caldwell.

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



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