

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

(Received at London Office)

Date of writing Report 4-8-1933 When handed in at Local Office Port of Milford

No. in Reg. Book 29422 Survey held at Milford Haven Date, First Survey 2-8-33 Last Survey 2-8-1933

on the Machinery of the Wood, Iron or Steel "La Crescenta" (No. of Visits 1)

Tonnage: Gross 5880 Net 5531 Vessel built at Haverhill Hill on Isles By whom Furness S.B. Co. Ltd. When 1923

Nominal Horse Power 573 Engines made at Middleboro' By whom Richardsons Westgarth & Co. Ltd. When 1923

No. of Main Boilers 3 Boilers, when made (Main) 1923 (Donkey)

No. of Donkey Boilers 180 Owners Crescent Navigation Co. Ltd. Owners' Address Recorded

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

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Afloat - Milford Haven Port London Voyage Laid Up

Last Report No. 4771 Port Milford

Particulars of Examination and Repairs (if any) Boiler

(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? Yes

Do. " Donkey " ✓

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? All parts 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? ✓

State latest date of internal examination of each boiler 2-8-33

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? To adjust

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? Yes

, 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? Yes

, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? No

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 date of examination of Screw Shaft ✓

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 Safety Valves to adjust under Steam.

All the boiler mountings were opened, ground in, examined and found efficient. The boiler was examined internally and externally, with its Manholes and Doors, and found in good condition.

The Safety Valves remains to be adjusted under steam (of the 3 boilers) before being placed in commission.

General Observations, Opinion, and Recommendation:—

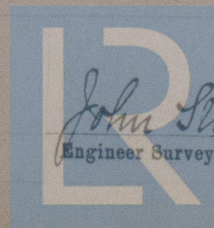
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, B.&M.S. 9, 11, or S.L.M.C. 9, 11, &c.)

This vessel is eligible in my opinion to remain as now classed, and to have record of Survey and Notation of B.S. 8, 33.

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



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John Stokes, Engineer Surveyor to Lloyd's Register of Shipping.

Foundation