

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

(Received at London Office

15 NOV 1934

* Date of writing Report 30th October 1934 When handed in at Local Office 30/10/34 Port of YOKOHAMA
 No. in Survey held at YOKOHAMA Date, First Survey 20th Oct. Last Survey 23rd Oct 1934
 Ref. Bk. 79670 on the Machinery of the Wood, Iron or Steel S.S. "LA CRESCENTA" (No. of Visits 2)
 Tonnage Gross 5880 Vessel built at Hill-on-Tees By whom Furness S. B. & Co. Ltd. When 1923-6
 Net 3531 Engines made at Middlesbrough By whom Richardsons, Westgarth & Co. Ltd. When 1923
 Nominal Horse Power 573 Boilers, when made (Main) 1923 (Donkey)
 No. of Main Boilers 358 Owners Oceania Navigation Co. Ltd. Owners' Address London Voyage
 No. of Donkey Boilers 1 Managers Harris & Dixon Ltd. (If not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock Afloat Port London
 in Donkey Boilers ✓ (State name of Dock.)

Last Report No. 20056 Port SwParticulars of Examination and Repairs (if any) part B.S.

(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 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? Part & started only

" " Donkey " after Boilers under Steam

If this was not done, state for what reasons? after Boilers under Steam

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? ✓

State latest date of internal examination of each boiler Started 20/10/34 Part 23/10/34

Did the Surveyor examine the Safety Valves of the Main Boiler? Part & started 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? Part & started only 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? Part & started only 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 ✓

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the Survey the after Boilers requires to be examined in its entirety and the Safety Valves of all the Boilers require to be adjusted under Steam. It is stated that this will be done at San Pedro to which Port the Vessel is proceeding. The Los Angeles Surveyor advised.

Now done: - The Port and Starboard (forward) Boilers examined internally and externally together with their mountings and found to be in safe working condition.

Minor repairs made.

General Observations, Opinion, and Recommendation: - The Boilers, so far as seen, are in safe

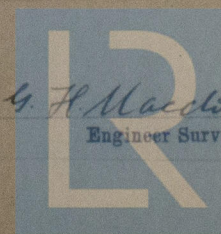
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, R.A.M.S. 9.11, or S.L.M.C. 9.11, 140 lb., F.D., &c.)

working condition and it is recommended that the record of B.S. 10.34 when the after Boilers has been examined and the Safety Valves of all the Boilers have been adjusted under Steam be made in the Register Book in the case of this Vessel.

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

Committee's Minute

Assigned



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G. H. Macdonald

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation