

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

No. 2161.

10 JUL 1943

Date of writing Report 25th May, 1943. When handed in at Local Office 25th May, 1943. Port of Maharrö

Survey held at Maharrö Date of first Survey 2 Last Survey 24th May, 1943. (No. of Vessels 1.)

Reg. No. in the Machinery of the ~~Wood, Iron~~ Steel M/S "LA PLATA".

Tomaz (No. 7372) Vessel built at Maharrö By whom Kochmmer mek. V. A. G. When 1943. 5 mms.

(No. 7385) Engines made at Maharrö By whom Kochmmer mek. V. A. G. When 1943.

(No. 4329) Boilers, when made (Main) (Donkey) 1943.

(No. 5649) Owners Padriahitub Nordstjerner Owners' Address

Notional 1501 Managers A. A. Johnson Port Hockholm. Voyage

Horse Power No. of Main Boilers No. of Donkey Boilers

Steam Pressure in Main Boilers in Donkey Boilers

If Surveyed Afloat or in Dry Dock Afloat (State name of Dock)

Last Report No. Port

Particulars of Examination and Repairs (if any) First Entry.

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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

If this was not done, state for what reasons?

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

Present condition of funnel(s)

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 Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the mountings of the Main Boilers? and of the Donkey Boilers?

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 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 so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

The main and auxiliary oil engines and pumps tested under full working conditions during trial in the land and found working satisfactory.

The electric installation tested under working conditions and the maximum fall of pressure between bus bars and any point under maximum load, noted and found satisfactory.

Copies of Cert. B1 and C (RMC), issued in this case, are enclosed.

General Observations, Opinion, and Recommendation:—The machinery of this vessel is eligible, in my opinion, to be classed in the Register Book with record of LMC 5.43. (Please see Maharrö &c. Report No. 2153 of the 7th May, 1943)

Surveyor's Office, Maharrö.

Yas. Surveyor's Office, Maharrö.

see minute on memo H. R. Rpt 2153

FRI. 2 JUL 1943

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The survey of the machinery of this
vessel has now been completed by the
examination under working conditions.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 5-43.

LH
1/7/43.

See earlier endorsement for
particulars of machinery.



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