

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

(Received at London Office)

Date of writing Report 15th. July, 19 53

When handed in at Local Office 15th. July, 19 53

Port of BUENOS AIRES

No. in Survey held at BUENOS AIRES

Numerous interviews, Oct. 51 to 14th. July 1953.

on the Machinery of the ~~STEEL~~ Steel S.S. "PARANA"

(Not Visits)

Gross 3375

Vessel built at Newcastle

By whom Tyne I.S.B. Co.Ld.

When 1915-3mo.

Net 1944

Engines made at Newcastle

By whom N.E. Marine Eng. Co.Ld.

When 1915

Horsepower 429 MN

Boilers, when made (Main) 1915

(Donkey) --

Main Boilers 2 SB

Owners Compania Argentina de Navegacion

Owners' Address --

1 Aux. SB

Doderro.

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

Donkey Boilers --

Managers --

Port Buenos Aires Voyage

Boilers 180 10

If Surveyed Afloat or in Dry Dock

Particulars of Classification (which must be inserted

of Boilers --

(State name of Dock.)

precisely as in Register Book &amp; Supplements).

Port No. 51184 Port Myk

## BOILER SURVEY

Years of Examination and Repairs (if any)

1. Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

2. In 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.

Special damage report made by anyone else? If so, by whom?

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

Donkey "

What parts of the Boilers could not be thus thoroughly examined?

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?

Date of internal examination of each boiler

Present condition of funnel(s) Good

Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

Screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Screw shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

Approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft?

State the wear down in the

Is electric light and/or power fitted?

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

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

When referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

PLEASE SEE NEW YORK REPORT 9,51 FOR INTERVENTION A.B. Class.

The boilers of this vessel were not submitted for survey, but attached herewith is copy of survey and repairs as held by American Bureau Surveyor which gives details of repairs and in my opinion can be relied on as being experienced surveyors.

The reduction of boiler pressure is a safe-guard by Local Government Surveyor and not essential by the classification surveyor.

The undersigned made an uninvited visit on board the vessel and examined the boilers under full steam conditions and found satisfactory. Please see BsAs. Letter to Sec. 15th. July 1953.

Observations, Opinion, and Recommendation:— The Machinery of this vessel, as far as now seen, and on the 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, + L.M.C. 9,11 or + L.M.C. 140lb., F.D., &c.)

ance of above A.B. report may be considered efficient meantime until next submission for survey to be September 1953.—

(per Section 29.) \$ --  
Special Damage or Repair Fee (if any) \$ --  
(per Section 29.) \$ --  
Travelling expenses (if chargeable) \$ --  
Committee's Minute FRIDAY 31 JUL 1953  
Assigned

Fees applied for

----- 49 --

Received by me,

19

Engineer Surveyor to Lloyd's Register of Shipping.  
H. TAYLOR.

012888-012897-0081



FRIDAY 20 NOV 1953

Post  
11/20

~~Red Line~~

~~Write Bas  
or call~~

14/5/54

GENERAL COMMITTEE

Thursday  
26<sup>th</sup> November, 1953.

Classing Committee's  
decision confirmed.

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Foundation