

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

9 JAN 1936

(Received at London Office)

Date of writing Report *14 December 1935* When handed in at Local Office *19* Port of *Buenos Aires*

No. in Survey held at *Buenos Aires* Date, First Survey *8* Last Survey *11 December 1935*  
*2577* on the Machinery of the *Wood, Iron or Steel* *3 mst.* " *RIO QUEQUEN GRANDE*" (No. of Visits *one*)

Gross *456* Net *260* Vessel built at *Aberdeen* By whom *A. Hall & Co. Ltd.* When *1921* *7 ms.*

Nominal Horse Power *82* Engines made at *do.* By whom *do.* When *1921*

No. of Main Boilers *1 S.B.* Boilers, when made (Main) *1921* (Donkey) ☒

No. of Donkey Boilers ☒ Owners *Sa. Anon. Mercantil Pabesta Ltda.* Owners' Address *Port Buenos Aires, Voyage laid up.*

Steam Pressure in Main Boilers *180 lb.* Managers ☒ (if not already recorded in Appendix to Register Book.)

in Donkey Boilers ☒ *N Surveyed Afloat or in Dry Dock* *New Port "E"* (State name of 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) *General examination*

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?

" " Donkey " "

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 funnels. *Good*

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 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?

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.

Is electric light and/or power fitted? *Light only*

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. *Complete. This survey has been held with a view to the vessel retaining her class in the Register Book. See London correspondence to this office of the 6th September 1935.*

Now done: The machinery was generally examined so far as practicable as no parts were opened out, & so far as could be ascertained all appeared to have been maintained in good order.

The main boiler was examined internally on water side only & found to be in good order.

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, E.S. 9,11, E.&M.S. 9,11, \* L.M.C. 9,11, or \* L.M.C. 140 lb., F.D., &c.)

as far as now seen is eligible in my opinion to remain as now classed.

Survey Fee (per Section 29) *#54.00:*Special Damage or Repair Fee (if any) (per Section 29.) *£ :*Travelling expenses (if chargeable) *£ :*

Fees applied for

*13th Dec. 1935*

Received by me,

*19*Committee's Minute *TUE. 21 JAN 1936**TUE. 12 MAY 1936*Assigned *Deferred**A. Daintith*

Engineer Surveyor to Lloyd's Register of Shipping.

UNDERTAKING CASE

Lloyd's Register  
Foundation  
W1282 0012

Is a Certificate required? If so, to be sent to



Laid up case  
Engines generally exam<sup>d</sup>. and  
Boiler exam<sup>d</sup>. internally.

It is submitted that  
this vessel is eligible to  
remain as CLASSED,

L.H.  
17/4/26.



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