

Report of Survey for Repairs, &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 Reg. Book. 2577 Survey held at Buenos Aires Date, First Survey 8 Last Survey 11 December 1935
 on the Machinery of the Wood, Iron or Steel 3 Mast. "RIO QUEQUEN GRANDE" (No. of Visits one)

Tonnage } Gross 456
 Net 260 Vessel built at Aberdeen By whom A. Hall & Co. Ltd. When 1921 Tms. 7

Nominal Horse Power } 82 Engines made at do's By whom do's When 1921

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

No. of Donkey Boilers ✓ Owners Soc. Anon. Mercantil Polesia Ltda. Owners' Address Port Buenos Aires, Voyage laid up.

Steam Pressure in Main Boilers 180 lbs Managers ✓ (if not already recorded in Appendix to Register Book.)

in Donkey Boilers ✓ Not Surveyed Afloat or in Dry Dock New Port "E" 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.

On a 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? No

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? Boiler not to be up and for survey.

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 run is eligible in my opinion to remain as now classed.

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

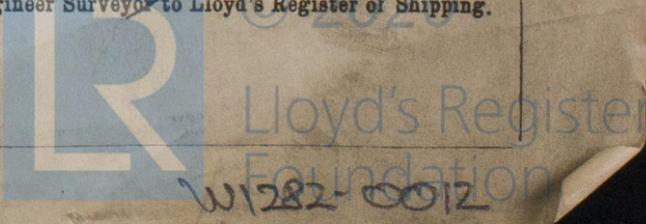
Fees applied for 13th Dec. 1935
 Received by me, _____
 19 _____

A. Daintith
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 21 JAN 1936

TUE. 12 MAY 1936

Assigned Deferred



UNDERTAKING CASE:

Insert Character of Ship and Machinery precisely as in the Register Book

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

Laid up case
Engines generally exam^d and
Boiler exam^d internally.

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

L.H.
17/4/36.

REGISTRY OF SHIPS FOR BELGIAN, &c., STEAMERS TO TORONTO