

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

(Received at London Office)

JUN 13 1940

Date of writing Report 29. 4. 40 When handed in at Local Office 29. 4. 40 Port of Buenos Aires
 No. in Reg. Book 35821 Survey held at Buenos Aires Date, First Survey 23. 4. 40 Last Survey 26. 4. 1940
 (No. of Visits 3.)

Tonnage } Gross 3425 Vessel built at Slikkenveen By whom N.V. Schips. De Maas When 1921 9
 Net 1866 Engines made at Bengals By whom Geh. Stok + Co. When 1921
 Nominal Horse Power 388 Boilers, when made (Main) 1921 (Donkey)
 No. of Main Boilers 3 S.B. Owners' Address (if not already recorded in Appendix to Register Book.)
Owners via. Arg. de Nav. Mihamovich, Sol. Port Buenos Aires. Voyage Europe & UK
 No. of Donkey Boilers Managers
 Steam Pressure in Main Boilers 185 lb. Surveyed Afloat in Dock New Pat. C.
 in Donkey Boilers (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned or expired.	Machinery and Boiler Surveys (including date of S.B., if any).
<u>H100A1 Shelter dk with headband 5-39</u>	<u>4-40</u>	<u>H L.M.C.M.S. 11-38</u>
<u>S.S. B. N. 3-4-34</u>		<u>B.S. 5-39</u>
<u>S.S. B. N. 1-39.</u>		<u>C.L. 1-39</u>
<u>Fitted for oil fuel 9.21 F.P. above 150° F.</u>		<u>4, 40</u>

Last Report No. 16861 Port B.A.S.
 Particulars of Examination and Repairs (if any) Part BS

Periodical Surveys, when held, must be reported in detail and scriptum 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? Yes

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

If this was not done, state for what reasons? Port & centre main boiles already examined see Buenos Aires report N° 16861

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 these parts of each Boiler?

State latest date of internal examination of each boiler. Starts main boiles 26. 4. 40 Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? Starts main boiles Yes To what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Starts main boiles Yes and of the Donkey Boilers?

Did the Surveyor examine all the manholes, doors and their fastenings of the Donkey Boilers? None

Did the Surveyor examine the drain plugs of the Main Boilers? Starts main boiles Yes and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? Starts main boiles Yes and of the Donkey Boilers?

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? Yes If so, state reasons. Starts main boiles Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes 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. Starts main boiles Yes State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Starts main boiles Yes Is electric light and/or power fitted?

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? Yes

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

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 for record of

BS 4, 40 The plain smoke tubes & twenty four combustion chamber screw stays require to be renewed & a number of wasted combustion chambers & furnace flange rivet heads require to be built up & renewed, all in the starboard main boiler & the safety valves of the centre & starboard main boilers require to be adjusted under steam. The Owners representative states that the vessel is proceeding from this port to Europe & thence to the United Kingdom where the survey will be completed. In the meantime considered efficient.

Now Done :- Starboard main boiler examined in its entirety together with the safety valves & mountings

Nine combustion chamber screw stays broken & wasted renewed - A number of combustion chamber rivet heads wasted rivets renewed - Minor repairs effected

General Observations, Opinion, and Recommendation: The machinery of this vessel, so far as now seen is in a safe working condition, eligible in my opinion to remain as classed, and have fresh record of BS 4, 40 when the plain smoke tubes & twenty four combustion chamber screw stays have been renewed & a number of wasted combustion chambers & furnace flange rivet heads have been built up & renewed all in the starboard main boiler & the safety valves of the centre & starboard main boilers have been adjusted under steam. The above to be effected on arrival at a port in the UK or Continent from her present voyage from Buenos Aires

(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. 2, 11, B.S.M.S. 2, 11, & D.M.C. 2, 11, or L.M.C. 140 lb., F.D., &c.)

seen is in a safe working condition, eligible in my opinion to remain as classed, and have fresh record of BS 4, 40 when the plain smoke tubes & twenty four combustion chamber screw stays have been renewed & a number of wasted combustion chambers & furnace flange rivet heads have been built up & renewed all in the starboard main boiler & the safety valves of the centre & starboard main boilers have been adjusted under steam. The above to be effected on arrival at a port in the UK or Continent from her present voyage from Buenos Aires

Survey Fee (per Section 29) Pat. BS \$53.00 Fees applied for 26th April 1940

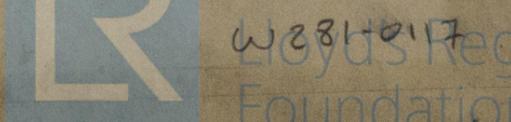
Special Damage or Repair Fee (if any) £ Received by me, J. A. Ode

Travelling expenses (if chargeable) \$12.00 19

Committee's Minute See minute on Casualty report.

Assigned See minute on Casualty report.

J. A. Ode
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation



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

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