

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

(Booked at London Office) 13 FEB 1956

Date of writing Report 11th. January, 19 56 When handed in at Local Office 11th. January, 19 56 Port of BUENOS AIRES

No. in Survey held at BUENOS AIRES Date, First Survey 7-1-56 Last Survey 11-1-19 56 (No. of Visits two.)

2879 on the Machinery of the ~~Humboldt~~ Steel Aux. Bk. Training Ship "PASSAT"

Tonnage: Gross 3181 Vessel built at Hamburg By whom Blohm & Voss When 1911-11mo.
 Net 2593 Engines made at Kiel By whom Fr. Krupp Germ. When 1911
 Nominal Horse Power 100 (180) Boilers, when made (Main) (Donkey)
 No. of Main Boilers -- Owners Landesbank & Girozentrale Schleswig-Holstein Owners' Address
 No. of Donkey Boilers -- Managers Zerssen & Co. Port Lübeck
 Steam Pressure in Main Boilers -- Surveyed Afloat ~~at Kiel~~ North Basin Particulars of Classification (which must be inserted
 in Donkey Boilers -- (State name of Dock.)

1st Report No. Port

Particulars of Examination and Repairs (if any)

DAMAGE

Periodical Surveys, when held, must be reported in detail and verbatim 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.

Where 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. Offered & declined

Was a damage report made by anyone else? If so, by whom? Yes. Underwriters Surveyor.

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?

Donkey

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

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?

Latest date of internal examination of each boiler

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft? State the wear down in the bush.

Is electric light and/or power fitted? 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?

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

The survey is not complete, state what arrangements have been made for its completion and what remains to be done. **The propulsion motor supercharger clutch requires to be overhauled and examined on arrival at a European port, also the propeller and fastenings being specially examined next drydocking (Grounding).**

Damage stated to have been sustained due to Grounding in the River Plate on the 4th & 6th. January 1956- Vessel refloated with assistance of tugs, and own power.

IF DONE:- Examined Sea suction strainers opened out all found satisfactory, Auxiliary Diesel generating engines running satisfactorily at time of survey- Chief Engineer stated that the machinery operated satisfactorily subsequent to the Grounding-except that the Supercharger clutch can't warm up after the several attempts to refloat vessel. Due to Labour trouble it was not possible to deal with the supercharger at this port, and the Owners' Agent request the examination deferred until arrival Europe- In my opinion this request merits the favourable consideration of the Committee.

It was therefore recommended that the propulsion motor supercharger clutch be overhauled and examined on arrival Europe, also that the Propeller & fastenings be specially examined next drydocking (Grounding).

General Observations, Opinion, and Recommendation:- The Machinery of this vessel, so far as now seen, is

eligible in my opinion to remain as classed, without fresh record, subject to the Propulsion motor Supercharger clutch being overhauled and examined on arrival at a European port, also subject to Propeller and fastenings being specially examined next drydocking (Grounding).

Fee (per Section 29.) \$ 500.00

Damage or Repair Fee (if any) \$

Expenses (if chargeable) \$ 30.00

Surveyor's Minute

Signed

Fees applied for 11-1-1956
 Received by me, I. Barnicoat

Engineer Surveyor to Lloyd's Register of Shipping.

I. Barnicoat.

THURSDAY 22 MAR 1956

As now subject.