

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

(Received at London Office.)

SAT. 27 AUG 1910

Date of writing Report \_\_\_\_\_ When handed in at Local Office \_\_\_\_\_ Port of Bahia Blanca

No. in Survey held at Ingeniero White Date, First Survey 16. 6 Last Survey 22 - 7 1910

633 on the Machinery of the Wood, Iron or Steel S. S. "Poderoso" Master J. Marquez

Tonnage Gross 80 Vessel built at Woolston By whom J. S. Thorneycroft & Co Ltd When 1905. 9.

Net 3 Engines made at Woolston By whom J. S. Thorneycroft & Co Ltd When 1905. 9.

Registered Horse Power 46 Boilers, when made (Main) 1905 (Donkey) -

No. of Main Boilers 1 Owners B. Aires Pacific Railway Coy Port Buenos Aires Voyage -

No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Southern Mole Slipway Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

No. of Main Boilers in Main Boilers 130

No. of Donkey Boilers in Donkey Boilers -

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any)

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned new expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A.1. 9.05 for Sawing purposes		+ L.M.C. 9.05.

Periodical Surveys, when held, must be reported in detail and seriatim 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 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

Do. " " 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?

Did the Surveyor examine the Safety Valves of the Main Boiler?  Yes To what pressure were they afterwards adjusted under steam? 130 lbs

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?  Yes, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers?  none fitted, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?  Yes, and of the Donkey Boiler?

Has screw shaft now been drawn and examined?  Yes Is it fitted with continuous liner?  or two liners?  or is it without liners?  Yes

Has shaft now been changed?  no If so, state reasons

Is the shaft now fitted new?  Has it a continuous liner?  or two liners?  or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Stern bush re-metalled.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

The Cylinders, Pistons, Slide valves, Crank shaft, Thrust shaft, shafting, Screw shaft, sea cocks & fastenings, Condensers, Pumps with their valves carefully examined also main Boilers examined, internally & externally, also seating for same Safety Valves stripped and afterwards adjusted to pressure stated above. The following repairs were done:- Screw shaft found pitted, was put in lathe & cleaned up, also same shaft found down so that stern bush liners drawn re white-metalled & machined; gland brass & neck ring of stern gland renewed, H.L.P. Piston rods cleaned up, new rings fitted in each piston, H.L.P. valve rods cleaned up, Slide valves faced up new seats & valves for feed Pump, feed Pump rod cleaned up. Safety Valves easing gear made workable.

General Observations, Opinion, and Recommendation:—  
 (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. 9,08, B.&M.S. 9,08, or X L.M.C. 9,08, 140 lb., F.D., &c.)

The machinery of this vessel is now in good order & eligible in my opinion to remain as classed with record of +L.M.C. 7.10.

Survey Fee (per Section 23) \$ 30.00 0/10

Special Damage or Repair Fee (if any) £ : : (per Section 25.)

Travelling Expenses (if chargeable) £ : :

Fees applied for July 25<sup>th</sup> 1910

Received by me, J. H. Brewer, 19

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE. 30 AUG 1910

Assigned + L.M.C. 7.10



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

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

S.S. No. 1 due 9-09 now held throughout

All shafting (including screw shaft) sea connections, Engines - pumps + boilers examined + S. V. Edgford  
Minor repairs effected.

It is submitted that this vessel is eligible for THE RECORD.

+ L.M.C. 7-10

S. 7-10  
27.8-10

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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