

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

Date of writing Report 19/6/41 When handed in at Local Office 19/6/41 Port of Kobe.

No. in Survey held at Kobe. Date, First Survey 24/5/41 Last Survey 4/6/41

on the Machinery of the ~~XXXXXX~~ Steel T.M.S. "BUENOS AIRES MARU".

Tonnage } Gross 9626 Vessel built at Nagasaki. By whom Mitsubishi Zosen K.K. When 1929 10mo.
Net 5829

Nominal Horse Power 1503 NHP Engines made at Nagasaki. By whom Mitsubishi Zosen K.K. When 1929.

No. of Main Boilers -- Boilers, when made (Main) -- (Donkey) 1929.

No. of Donkey Boilers 1 Owners Osaka Syosen Kabusiki Kaisha. Owners' Address Osaka. Voyage --

Team Pressure in Main Boilers -- Managers -- If Surveyed Afloat or in Dry Dock Afloat. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 120 lbs. Last Report No. 11698. Port KOB. PART LMC(CS) *100AL 128,40 with freeboard.

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 summarized 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? --

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? Not submitted for survey at this time.

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? --

State latest date of internal examination of each boiler. Present condition of funnel(s) --

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 Boilers? --

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

Is 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. -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

Is 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 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 power fitted? Yes.

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes, See below.

Is 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. Not complete.

NOW DONE:- The following parts of main and auxiliaries opened up, examined and found or now placed in good condition.

- Starboard Main Engine - No.6 cylinder, piston, valves, gears and covers.
- No.3 (Port Aft) auxiliary diesel engine - complete.
- Nos.1 & 2 Piston cooling water pumps.
- No.2 (Aft) bilge pump.

REPAIRS DUE TO WEAR AND TEAR:- Starboard Main Engine - No.6 cylinder liner renewed on account of wear, marks on the new liner are as follows:- LLOYD'S No.7996, W.T.P. 6 KGS. F.I. 3-5-41, LR.

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

(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. 9,11, H.B.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

seen, is in good condition and eligible, in my opinion, to be continued as classed, *L.M.C. (G.S.)

*39. be retained with fresh under date when the survey has been further advanced.

Survey Fee (per Section 20) Yen 50:00 Fees applied for 19/6/41

Special Damage or Repair Fee (if any) ---

Travelling expenses (if chargeable) --- Received by me, J. I. I. I.

Committee's Minute TUE. 16 SEP 1941

Assigned Ad now TUE. 5 MAY 1942

OMIT CLASS ON RE-ENTRY



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

Is Certificate required? If so, to be sent to

520-06800-0259

Cladaneid

It is submitted that
the steel is suitable to
be used as CLADANEID.

In the Port of St. James

Engine 641

1579/41



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