

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

(Received at London Office

22 JUL 1946

Date of writing Report 6th. June 1946 When handed in at Local Office 6th. June 1946 Port of BUENOS AIRES

No. in Reg. Book Survey held at BUENOS AIRES Date, First Survey and Last Survey 30th. May 1946
(No. of Visits one)

56385 on the Machinery of the ~~Woodstock~~ Steel s/s. "CORVINA"

Tonnage Gross 261 Vessel built at Hamburg By whom H. Brandenburg When 1906
Net 109 Engines made at Hamburg By whom H. Brandenburg When 1906

Nominal Horse Power 82 Boilers, when made (Main) (Donkey)

No. of Main Boilers 1 Owners Jose Maria Castagnino Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Port BUENOS AIRES Voyage BRAZIL

Steam Pressure in Main Boilers 180 if Surveyed Afloat at Dock 2 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 19427 Port B.A. Limitation Survey (examination or main boiler furnaces)

Particulars of Examination and Repairs (if any)
(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)

CHARACTER + for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>100A-</u>		
<u>8.45</u>		<u>LMC. 3.45</u>
<u>ss. B.A. 2nd N° 3-3.45</u>		<u>CL. 8.45</u>
		<u>R.M.C.</u>

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, partly.

Donkey " " " " " "

It 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?

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? NO 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? NO and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? NO and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? NO and of the Donkey Boilers?

Has screw shaft now been drawn and examined? NO 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 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 vitas 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?

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?

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

LIMITATION SURVEY (examination of main boiler furnaces) - See Buenos Aires Report Nos. 19342 and 19427.

NOW DONE: The opportunity now taken during present boiler cleaning to specially examine the furnaces and all found to continue in a safe working condition.

General Observations, Opinion, and Recommendation:— This vessels machinery, so far as now seen, is in a safe
(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, B.&M.S. 9.11, + L.M.C. 9.11 or + LMC 140lb., F.D., &c.)

CS 3,34,
working condition eligible in my opinion to remain as classed, and the record of B.S. 10,45 as previously recommended to be now assigned without special condition (regarding furnaces).

Survey Fee (per Section 29) \$96.00

Special Damage or Repair Fee (if any) \$02.00

Sp. attendance fee (per Section 29.)

Travelling expenses (if chargeable)

Committee's Minute WED. 14 AUG 1946

Assigned BS 10.45 without spl. cda.

Fees applied for 6-6-1946

Received by me, 19

Wm. Rennie

Engineer Surveyor to Lloyd's Register of Shipping.

Wm. Rennie.

Lloyd's Register Foundation

125 JUL 1946



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

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