pt. 4. No. 19152.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 2 AUG 1945

e of writing Report 9th.MAY 19 45. When handed in at Local Office 9th. MAY 19 45. Port of BUENOS AIRES.

. in g. Book. Survey held at BUENOS AIRES. Date, First Survey 6-10-44. Last Survey 22- 3- 19 45.

6416. on the Steel Screw Trawler S.S. "C O R V I N A". (Machy.Aft). (Number of Visits 47.) Tons Gross 261. Net 109

ilt at Hamburg. By whom built H. Bradenburg. Yard No. -- When built 1906.

gines made at Hamburg. By whom made H.Bradenburg. Engine No. -- When made 1906.

ilers made at Hamburg. By whom made H. Bradenburg. Boiler No. -- When made 1906.

gistered Horse Power About 400 Owners JOSE MARIA CASTAGNINO. Port belonging to BUENOS AIRES.

m. Horse Power as per Rule -- 82. Is Refrigerating Machinery fitted for cargo purposes Yes. Is Electric Light fitted Yes.

ade for which Vessel is intended Coastwise.

17 27/32. 29 27/32 - 22 3/8".)

NGINES, &c.—Description of Engines Steam Recip. triple expansion (T.3 Cyl.12 3/8",) Revs. per minute 115.

a of Cylinders 314, 495, 758 m/m. Length of Stroke 566 m/m. No. of Cylinders 3. No. of Cranks 3 (3 Sections)

olid Forging.

nk shaft, dia. of journals as per Rule 162. as fitted 163 m/m. Crank pin dia. 163 m/m. Crank webs Mid. length breadth 231.7 m/m. Mid. length thickness 104.7 m/m. Thickness parallel to axis -- Thickness around eye-hole --

ermediate Shafts, diameter as per Rule 163. as fitted 163 m/m. Thrust shaft, diameter at collars as per Rule 163 m/m. as fitted 163 m/m.

be Shafts, diameter as per Rule -- as fitted -- Screw Shaft, diameter as per Rule 187.5 as fitted 205. 190 Is the {tube screw} shaft fitted with a continuous liner {No.}

onze Liners, thickness in way of bushes as per Rule -- as fitted -- Thickness between bushes as per Rule -- as fitted -- Is the after end of the ~~liner~~ Screw Shaft made watertight in the

peller boss Yes. If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner --

he liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive --

wo liners are fitted, is the shaft lapped or protected between the liners -- Is an approved Oil Gland or other appliance fitted at the after end of the tube

t No. If so, state type -- Length of Bearing in Stern Bush next to and supporting propeller 780 m/m.

peller, dia. 2,600 Pitch 2,400 No. of Blades 4. Material C.I. whether Moveable Fixed Total Developed Surface -- sq. ft.

d Pumps worked from the Main Engines, No. 1 Diameter 68.5. Stroke 284 Can one be overhauled while the other is at work --

ge Pumps worked from the Main Engines, No. 1 Diameter 68.5 Stroke 284 Can one be overhauled while the other is at work --

ed {No. and size 1-5½ x 3½ x 5" Horz.Duplex. mps {How driven Steam and 1- 2" injector. Pumps connected to the Main Bilge Line {No. and size 1-5½ x 4 3/4 x 5" Horizontal Duplex. How driven Steam, also 1- 2" ejector.

last Pumps, No. and size See Report 9. Lubricating Oil Pumps, including Spare Pump, No. and size --

two independent means arranged for circulating water through the Oil Cooler -- Suctions, connected to both Main Bilge Pumps and Auxiliary

e Pumps:—In Engine and Boiler Room 3 -2" diam. at centre line.

In Holds, &c. Nos.1 & 2 holds - 1 P & S respectively 2" dia.

erdam fore & aft respectively of D.B. Tanks 1- 2" Suction.

in Water Circulating Pump Direct Bilge Suctions, No. and size 1-101.6 m/m(4") Independent Power Pump Direct Suctions to the Engine Room Bilges, and size 1- 2" suction to ejector. Are all the Bilge Suction Pipes in holds ~~and tunnel~~ well fitted with strum-boxes Yes.

the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes.

all Sea Connections fitted direct on the skin of the ship Yes. Are they fitted with Valves or Cocks Yes.

they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes. Are the Overboard Discharges above or below the deep water line above

they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes. Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes.

t Pipes pass through the bunkers None. How are they protected --

t pipes pass through the deep tanks None. Have they been tested as per Rule --

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes.

e arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one partment to another Yes. Is the Shaft Tunnel watertight machy.aft Is it fitted with a watertight door -- worked from --

AIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1417.5 sq.ft.

ich Boilers are fitted with Forced Draft Main boiler. Which Boilers are fitted with Superheaters None.

and Description of Boiler 1 Scotch boiler. Working Pressure 12.65 Kg/cm^3 (180 lbs.sq.inch.)

A REPORT ON MAIN BOILERS NOW FORWARDED? Yes.

A DONKEY BOILER FITTED? No. If so, is a report now forwarded? --

the donkey boiler be used for domestic purposes only --

.ANS. Are approved plans forwarded herewith for Shafting 4-1-45. Main Boilers 4-1-45 Auxiliary Boilers -- Donkey Boilers --
(If not state date of approval) See Sect.letter S- 4-1-45.

rheaters -- General Pumping Arrangements -- Oil fuel Burning Piping Arrangements Yes.

SPARE GEAR.

the spare gear required by the Rules been supplied Yes.

the principal additional spare gear supplied --

PLEASE REFER TO REPORT 9 FOR FURTHER DETAILS.

The foregoing is a correct description

Manufacturer.

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Dates of Survey while building — During progress of work in shops - - ; During erection on board vessel - - - ; Total No. of visits

Dates of Examination of principal parts — Cylinders — Slides — Covers

Pistons — Piston Rods — Connecting rods

Crank shaft — Thrust shaft — Intermediate shafts

Tube shaft — Screw shaft — Propeller

Stern tube — Engine and boiler seatings — Engines holding down bolts

Completion of fitting sea connections 15-11-44.

Completion of pumping arrangements 15-3-45. Boilers fixed — 6 Hour sea trials (10-8-45. Engines tried under steam (17-3-45.

Main boiler safety valves adjusted 180 lbs.sq.in. Thickness of adjusting washers Sealed by Prefecture General Maritime .

Crank shaft material Steel. Identification Mark — Thrust shaft material Steel. Identification Mark —

Intermediate shafts, material Steel. Identification Marks — Tube shaft, material — Identification Mark —

Screw shaft, material Steel. Identification Mark — Steam Pipes, material Solid Drain Steel Test pressure 650 lbs. Date of Test 3-1-45.

Is an installation fitted for burning oil fuel Yes. Is the flash point of the oil to be used over 150°F. Yes.

Have the requirements of the Rules for the use of oil as fuel been complied with Yes.

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No. If so, have the requirements of the Rules been complied with Yes.

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with —

Is this machinery duplicate of a previous case No. If so, state name of vessel —

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel, (not built und Special Survey) has been completely opened up for Special Survey as per report 9 herewith.

The materials and workmanship are good, hydraulic tests satisfactory. The whole of the machinery is efficiently installed and securely fitted in the vessel, has been tried and tested under working conditions in accordance with the Rules including a full six hours sea trials and all found to be i a good and safe condition .

In my opinion the vessel is eligible to have records L.M.C.-3,45 (in red); screw shaft seen 11,44; "Fitted for oil fuel 3,45, Flash point above 150°F"; 1 S B- 180 lbs.-

The amount of Entry Fee ... £ : :	When applied for, 7- 4- 19 45.		
Special MS & Rprs. $ 803.00 :			
Donkey Boiler Fee ... £ : :	When received, 7 -4- 19 45.		
Travelling Expenses (if any) £ 30.00 :			

WR.

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 12 OCT 1945

Committee's Minute

Assigned See F.E. machy rpt.

Certificate to be sent to

The Surveyors are requested not to write on or below the space for Committee's Minute.)

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