

Ship's Name	SS/MS "LA PLATA"	Gross tons	11773		
Is there a rpt. 8?	yes	Port	Buenos Aires	Rpt. No.	35664
No. of visits		First date		Last date	
Interim Cert. issued & copy herewith?		Damage rpt. issued & copy herewith?		Last rpt. (H.Q. only)	
Date of completing rpt.		Surveyed at, if different from Port above			
Is a rpt. 9A attached?	yes	MN		Nature of survey	
Survey fees		Damage fee		Expenses	
				S.A. fee	

DOCKING					
P & S Propeller	good	Sea connections	good	Oil gland	-
Fastenings	good			Wear down of stern bush	P 5.4mm S 5.1mm
Has screw/tube shaft been drawn?	no			Date of examn.	-
Has shaft been changed?				Has shaft now fitted been previously used?	-
Has shaft now examined/fitted a continuous liner?				Approved oil gland?	-

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

AUXILIARY, ~~BUNKER OR PRESS~~ (State if oil fired-OF or exhaust gas-EG) MAIN

(OF) Starboard - good --2/10/63.

Air heaters	
Superheaters	
Safety valves	
Mountings, doors and fastenings	(S) - good
Safety valves adjusted to	Sat Spt
Boiler securing arrangements	(S) - good
Main economisers	Exhaust gas heated economisers Both 10/10/63 -good.
Steam heated steam generators	Steam generator safety valves adjusted to
Forced circulating pumps	Funnel good
Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?	Were oil burning system & remote controls examined in accordance with rules? no

I recommend that the machinery of this ship remain as classed with/without fresh record of

PLEASE SEE RPT. 9 A

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

J. Moar-R. Guy
Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

See rept 9A

TUESDAY 24 DEC 1963

Lloyd's Register Foundation

010519-010525-0012

ALSO FOR
SPL FOR
TRO
SRL
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HEADER
CERT

At p or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is on continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark should be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where repairs have been effected or it is

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a Generators		Generators & governors	460 good
b Exciters			
c Air coolers		m Motors	good
d Motors			
e Air coolers		n Switchboards & fittings	good
f Control gear cables, etc.		o Circuit breakers	good
g Insulation resistance		p Cables	good
h Insulating oil test		q Insulation resistance	good
i Overspeed governors		r Steering gear generators & motors	
j Magnetic couplings		s Navigation light indicators	good
k Air gap			

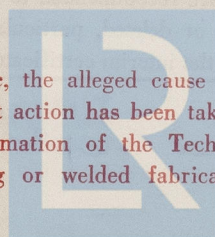
PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

NOTE: Present tailshaft wear downs brought to Owner's notice, they stating that arrangements would be made to have the shafts with drawn at the next drydocking.
This ship's boilers are used for essential services such as bilge, ballast and one oil fuel transfer pumps and should therefore be designated as auxiliary boilers .

TO COMPLETE THE A.B.S.

Port boiler to examine in its entirety.
Starboard boiler mountings to be examined.
Safety valves of both boilers and both economisers to be adjusted under steam.
Oil burning installation to be examined working.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.



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