Rpt. 9.

SECTION No. 771

No. 25337

B. 6.

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

UNCLASSED No. 771

(Received at London Office 13 SEP 1954)

Date of writing Report 30th.June, 1954 When handed in at Local Office 30th.June. 1954 Port of BUENOS AIRES

No. in Reg. Book Survey held at BUENOS AIRES Date, First Survey 26/1/53 Last Survey June, 22nd 1954.- (No. of Visits four)

on the Machinery of the ~~XXXXXXXXX~~ Steel T.S.S."ANGLO Nº1"

Gross 1218 Vessel built at Birkenhead By whom Cammell Laird & Co.Ld. When Year. Month. 1921-10mo.

Net 514 Engines made at Birkenhead By whom Cammell Laird & Co.Ld. When 1921

Power -- Boilers, when made (Main) 1921 (Donkey) --

Main Boilers 2 SB Owners Sociedad Anonima Frigorifico Anglo. Owners' Address -- (if not already recorded in Appendix to Register Book.)

Donkey Boilers -- Managers -- Port Buenos Aires. Voyage

Pressure Boilers 180 lbs Surveyed Afloat ~~or in Dock~~ (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers --

Report No. 23617 Port BAs

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)
BS*		MBS* 11,50
River Service		BlrS 3,52
3,52		~~MSP~~ SPS 4,50
s.s.B.As.-11,50		TS CL 3,52
~~A.S. 4,52~~		

Repairs of Examination and Repairs (if any) OIL FUEL CONVERSION & B.S.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the extent 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 these being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case

In large 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

Damage report made by anyone else? If so, by whom?

Did Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" Donkey " " "

If not, for what reasons What parts of the Boilers could not be thus thoroughly examined?

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?

Date of internal examination of each boiler 22/6/1954. Present condition of funnel(s)

Did Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 P.S.I.

Did Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Did Surveyor examine all the manholes, doors and their fastenings of the Main Boilers, and of the Donkey Boilers?

Did Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boilers?

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

SURVEY CONFINED TO BELOW

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has it now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft? State the wear down in the

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?

* Numbers, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If survey is not complete, state what arrangements have been made for its completion and what remains to be done

DONE:- Examined boilers internally and externally with principal mountings, doors and fastenings. and safety valves adjusted.

OIL FUEL CONVERSION:- At this occasion modifications were carried out to install oil fuel burning equipment with new storage tanks arranged alongside boilers together with aft peak tank, in accordance with approved drawings. Engine and Boiler room bilge pipe lines modified removing all bends and pipes and bends. Suitable steam smothering, portable extinguishers, sand boxes, hoses with fixed spay wozzles installed.

Equipment tested under working conditions and found satisfactory. Aft. peak tank fitted with partial plate cover at hatchway and air pipes modified to suit.

Observations, Opinion, and Recommendation:— The Machinery of this vessel, so far as now seen, is in

(Specify 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.)

GS 3,34.

good order and eligible in my opinion to remain as classed, with fresh record of B.S. 6,54 and BlrS fitted for oil fuel 6,54.-

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

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

Fee (per Section 29.) $ 3,800.00

Special Damage or Repair Fee (if any) $ (per Section 29.)

Travelling expenses (if chargeable) $ 80.00

Fees applied for 29/6/ 1954.-

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

H. Taylor.

(The Surveyors are ARGENTINA)

1:000-1-52

THURSDAY 30 SEP 1954

Committee's Minute

Assigned B/n S 6,54

Write B.As.

Fitted for oil fuel 6,54 F.P. above 150°F.

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