

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

No. 30094

Date of writing Report 7<sup>th</sup> April 1955 (Received at London Office 12 APR 1955)  
When handed in at Local Office 8-4-1955 Port of Antwerp  
No in Reg. Book. Survey held at Antwerp Date. First Survey 21<sup>st</sup> March Last Survey 3<sup>rd</sup> April 1955  
1911 on the Machinery of the Wood, Iron or Steel S.S. "Argovan" (No. of Visits FOUR)

Gross 7163 Vessel built at Nanconver B.C. By whom West Coast Shipbuilders Ltd. Year. Month. 1943, 10.  
Net 4321 Engines made at Montreal By whom Dominion Eng Works Ltd. When 1943, 10.  
As Per Rule 628 Boilers, when made (Main) 1943 (Donkey)  
of Main Boilers 2 w.T.B. 2704 ft. Owners' Address Argonaut Navigation Co Ltd  
of Donkey Boilers 2 Managers A. Lassi Ltd. Port LONDON Voyage U.S.A.  
m Pressure—  
Main Boilers 250 lb It Surveyed Afloat or in Dry Dock Both at No. 192 Berth  
Donkey Boilers 250 lb (State name of Dock.) in Merc. No. 1. D. Dock  
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port  
Particulars of Examination and Repairs (if any) Damage, Docking, TS, CL.  
Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and details of any letters respecting this case.

Where 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. Offered but not required  
Has a damage report made by anyone else? If so, by whom? Yes. Surveyor to Lon. Salv. Assoc?  
Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

Has the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes  
State for what reasons B.S. not due What parts of the Boilers could not be thus thoroughly examined? None  
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? Yes

Latest date of internal examination of each boiler 30th March 55 Present condition of funnel(s) Good  
Has the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 11.53  
Has the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? 11.53  
Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? Yes  
Has the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? Yes  
Has the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? Yes  
Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No  
Has the shaft now been changed? Yes If so, state reasons Fractured Has the shaft now fitted been previously used? No Has it a continuous liner? Yes  
Has an approved oil retaining appliance fitted at the after end? No State date of examination of screw shaft 30th March 55 State the wear down in the bush Good fit  
Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes  
Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes  
Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. ALL COMPLETE.  
DONE:- On account of DAMAGE, stated caused by very heavy weather on dates 6th to 16th October 1954 on a voyage Narrick / Baltimore, loaded, and again on dates 10th to 28th January 1955, whilst on a voyage Emden / New York, in ballast.  
D. for DAMAGE in DRYDOCK & TS, CL.

Vessel in dry dock. Propeller, stem tube and shafts, screw shaft and liner, sea inlet grids and outside fastenings of sea sections all exd. and found or placed in good + efficient condition.  
At the special request of the Owners Supt. also d. C.C. brickwork in both the W.T. boilers. Same related to have been loosened - back, + side walls - by vibration and shaking of the vessel during heavy weather.  
PAIRS for DAMAGE & TS, CL.(N).

wards found end of cone. Subsequent "magnaflex" test carried out at instigation of  
al Observations, Opinion, and Recommendation:-  
(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, etc.)

Machinery of this Vessel as now seen has been placed in good and efficient condition and is eligible, in my opinion, to remain as now classed in the Register Book, with fresh notation "Screwshaft seen C.L.(N) 4.55"  
C.C. Blr. Brickwork £1200  
Repair Fee (if any) TS, CL. £3,500  
Expenses (if chargeable) £400.-  
Special Attendances (if any) 1980 ft  
Committee's Minute 27th & 30th / 03/55  
THURSDAY 26 MAY 1955  
Signed As now.  
S(N) 3.55.

Fees applied for, 8-4-1955  
Received by me, 19  
J. Manson  
Engineer Surveyor to Lloyd's Register of Shipping.  
Lloyd's Register Foundation  
011485-011492-0184 1/2

Antwerp

S.S. "ARGOVAN"

Owner's Supt. shewed extent of fractures much greater than found at first visual inspection. A copy of a sketch made to illustrate this is attached hereto for further information.

The shaft liner was replaced by new spare shaft, carried aboard. This was stamped for identification as follows: - "LLOYD'S. 4193. 3.1.47. W.H.R."

30. 1. 47. T.B.

and the relative best, issued by Boston, Mass. surveyors dated 3.2.47, was also viewed aboard. Due to insufficient protection of cone end of new shaft it was found necessary to re-machine same. Subsequent bedding into propeller boss ex'd. and found satisfactory. Lignum vitae lining of stem tube bushes also renewed, - w/down measured as 5 mm.

Four missing grids on sea inlet valves renewed, together with defective steel attachment lugs and bronze studs.

Boilers C.C. Brickwork.

Brickwork renewed throughout the Std. boiler C.C. and approx. 80% on the Port boiler. Whilst these repairs have been claimed by the Owners as necessary on account of heavy weather damage, in the opinion of the undersigned the general deterioration of the brickwork when originally ex'd. was more reasonably consistent with general wear and tear, particularly on the floors, and front walls in way of the front wall venturii, where burning and fusion had penetrated in places almost to the outer lining.

J. Manson.

Boiler Linings renewed  
& sea br's liner

It is submitted that this  
vessel is eligible for THE

RECORD

5/11/55



53. 1. 55