

Rpt. 9.

BC SHIP

NEW YORK FEB 1 1954

No. BC-2685

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

(Received at London Office)

1-MAR-1954

Date of writing Report 28th January 1954

When handed in at Local Office 28th January 1954

Port of MOBILE, ALABAMA

No in
Reg. Book.

Survey held at Mobile, Alabama

Date First Survey 14th January Last Survey 18th January 1954

01858

on the Machinery of the ~~Wooden~~ Steel S.S. "ARGUAL"

(No. of Visits 1)

Tonnage { Gross 2690
Net 1581
Nominal Horse Power 378

Vessel built at Birkenhead

By whom Cammell Laird & Co. Id.

Year Month
When 1927 6

Engines made at Bkn.

By whom Cammell Laird & Co. Id.

When 1927 -

No. of Main Boilers 3 SB

Boilers, when made (Main) 1927

(Donkey) -

No. of Donkey Boilers -

Managers Agencia Maritima Hondurena, S.A.

Port Tela

Voyage -

Steam Pressure—
in Main Boilers 205 lbs.If Surveyed Afloat ~~Mobile~~ Alabama D.D.K. & S.B. Co.
(State name of Dock.)Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned how expired	Machinery and Boiler Surveys (including date of N.B., if any)
BS*		MBS* 2.51
9.53		BlrS 3.53
ssMob.-2.51		msp 5.49
A.S. 3.53		TS(CL) 1.52
Fitted for oil fuel		

Last Report No. 8204 Port N.O.S.

Particulars of Examination and Repairs (if any) BS.

(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 summarized at the end of the report. State also the dates and initials of any letters respecting this case. Mobile to London 18th Jan. 1954. Telephone to London & New York 19th Jan. 1954. Letters Mob. N.Y. 19 & 22 Jan. 1954. 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

" " Donkey " " "

SEE SPL. NOTE S.R.L. (MACHY)

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

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. 14th January 1953

Present condition of funnel? Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes

To what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine the Safety Valves of the Donkey Boilers? -

To what pressure were they afterwards adjusted under steam? -

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

and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? -

and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes

and of the Donkey Boilers? -

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 shaft 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 stern bush. - 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? -
Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

The boilers with mountings, doors and fastenings examined throughout and found satisfactory except for the upper port side of forward boiler back circumferential seam. A leaking rivet in this location was removed, the outside head was found fractured, shell plate and end plate in way fractured and shell plate fractured across two adjoining rivet holes. Drawing of this condition forwarded to London and New York on the 18th January 1954.

Owners were advised that repair by welding the fractures would not meet with the Society's approval. The recommendation that this seam be further examined and defective parts replaced by new sections of plate was rejected by the Owners.

The Owners' Principal Representative from New York, in a personal interview at 5:00 P.M. on the 21st January 1954, stated that they intended to repair this defective boiler shell seam by electric welding and that the Society's Class was no longer required. New York advised by telephone and letter.

General 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, &c.; thus, for example, BS 9.11, B&MS 9.11, *LMC 9.11 or *LMC 140 lb., FD, &c.)

CS 3.34

Submitted for the information of the Committee.

Survey Fee (per Section 29) BS. \$ 90.00
Telephone & Cablegram \$ 72.63
Special Damage or Repair Fee (if any) (per Section 29) \$

Fees applied for
28th Jan 54
Received by me
19

Travelling expenses (if chargeable) NEW YORK FEB 10 1954

Committee's Minute

Assigned Disclaimed BS* 1.54
(see later minute 9.3.54)

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

014325-014334-0152

TUESDAY 9 MAR 1954

Red line

Post 1/10

Note NK

1/10/54

GENERAL COMMITTEE

Thursday
18th March 1954
Classing Committee's
decision confirmed.

R. J.

15.00

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minutes for the information of the Committee.

are no further minutes. The Committee decided to refer the matter to the next meeting.

It was agreed that the Committee should consider the matter at its next meeting.

The Committee decided to refer the matter to the next meeting.

Minutes were agreed and signed by the Chairman.

Minutes of the Committee held on the 18th March 1954.

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