

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

(Received at London Office 15 JUL 1948)

Date of writing Report 8th. June 1948 When handed in at Local Office 8th. June 1948 Port of BUENOS AIRES
 in Survey held at MONTEVIDEO Date, First Survey 3/5/48 Last Survey 31/5/1948
 Book 704 on the Machinery of the Wood, ~~Wilmington~~ Steel M.V. "JOHN BISCOE" (No. of Visits seven)

Gross 870 Vessel built at Wilmington By whom American Car & Foundry Corp. When 1944
 Net 416 Engines made at St. Louis, Mo. By whom Eng. Co. Busch-Sulzer Bros. Diesel When 1944
 Main Boilers, when made (Main) -- (Donkey) --
 Owners Government of the Falkland Islands Owners' Address --
 (if not already recorded in Appendix to Register Book.)
 Managers -- Port Stanley F.I. Voyage United Kingdom
 If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted
 (State name of Dock.) precisely as in Register Book & Supplements).

st Report No. -- Port --
 Particulars of Examination and Repairs (if any) W & T Repairs (E)

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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case --

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 --

a damage report made by anyone else? If so, by whom? Underwriter(s) Surveyor
 the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? --

Donkey --
 is was not done, 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? --

latest date of internal examination of each boiler -- Present condition of funnel(s) Good

he Surveyor examine the Safety Valves of the Main Boiler? -- To what pressure were they afterwards adjusted under steam? --

he Surveyor examine the Safety Valves of Donkey Boiler? -- To what pressure were they afterwards adjusted under steam? --

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

he Surveyor examine the drain plugs of the Main Boilers? -- and of the Donkey Boilers? --

he Surveyor examine all the mountings of the Main Boilers? -- and of the Donkey Boilers? --

crew shaft now been drawn and examined? No Is it fitted with continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

haft now been changed? -- If so, state reasons --

he shaft now fitted been previously used? -- Has it a continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

date of examination of Screw Shaft -- State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft --

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

he insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Machinery of this vessel was examined at the request of the Agents of the Falkland Islands

ernment on account of reported defective running of the two auxiliary generators, which supply

itation current for the main propulsion units.

DONE- W & T REPAIRS:- Both auxiliary generator oil-engines completely opened up and examined, and

the following repairs carried out:-

Port Generator Engine(Make, Bida - Type 6-DCG - 60 KW)

Liners, valves, pistons and gudgeons examined and found or placed in good order; all piston

rings renewed.

Crankshaft (scored and N°1 journal and crank-pin) removed and spare shaft installed, all main

bearings and bottom-end bearings(considerably worn)replaced by spares. (P.T.O.)

ral Observations, Opinion, and Recommendation:- The machinery of this vessel, so far as seen, is in a

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, B.S. 9,11, B.&M.S. 9,11, + L.M.C. 9,11 or

+ LMC 140lb., F.D., &c.)

fe working condition, eligible in my opinion to remain as classed.

Fee (per Section 29) £ 290.00 Fees applied for 8/8/1948
 Damage or Repair Fee (if any) £ 435.00 Received by me, --
 Surveyor Fee. £ -- 19 --
 ng expenses (if chargeable) £ --

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 ned --

J. J. Pickthall 2021
 for Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation
 015198-015214-0065

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

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

Gear-wheels driving accessories (worn on teeth flanks) replaced by spares.
Jacket fresh-water cooler and salt-water & lub. oil circulating systems
cleaned out, and broken strainers renewed.

Starboard Generator Engine (similar to Port):-

Liners, valves, pistons & gudgeons examined and found or placed in good order;
N°3 liner (scored) and all piston rings renewed.

Crankshaft found in good order; main & bottom-end bearings (worn) replaced by
spares.

Cooling-water and lubricating oil circulating systems overhauled and cleaned out
and broken strainers renewed; jacket fresh-water circulating pump (worn)
stripped and necessary renewals & adjustments made; salt-water and lubricating
oil pumps examined and found in good order.

Both Generators tested under full working conditions and left in good running
order.



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