

COPY.

GLASGOW REPORT No 67377

# Lloyd's Register of Shipping.



Port GLASGOW.

14th July, 1943

This is to Certify that

N. KISSELL

the undersigned Surveyor to this Society did at the request of the Owners' Representative, attend on board the Twin Screw Motor Vessel "EL ARGENTINO", 9501 tons gross of LONDON on the 17th September, 1942 and subsequently whilst the vessel was afloat at Plantation Quay and other berths in Glasgow on account of

"A" damage stated to have been sustained through heavy weather on various dates between the 31st December, 1941 and 17th February, 1942 subsequently breaking the starboard main engine crankshaft on the 14th June, 1942 whilst on a voyage from Montevideo to Freetown;

"B" damage stated to have been sustained to No. 1 port forward generator engine on the 8th June, 1942 whilst on voyage Montevideo to Freetown; and

"C" damage stated to have been sustained to No. 3 starboard forward generator engine on the 23rd June, 1942 whilst at Freetown, West Africa.

For further particulars see Log Books.

"A" On examination found and recommended as follows:-

FOUND

RECOMMENDED

(1) Starboard main engine

Forward web of No. 6 combined web and pin crank throw fractured horizontally in way of dowel pin in journal. The fracture extends for the full depth of the web 12" and across web for a length of 39".

Engine to be completely dismantled, crankshaft and thrust shaft to be removed to engine works. No. 6 combined web and pin crank throw to be renewed and all shafting to be examined in lathe. Scavenge pump and compressor to be opened up for examination. Crankshaft to test in lathe and main bearings to reset to suit alignment of main crankshaft.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



"EL ARGENTINO"FOUNDRECOMMENDED(1) Starboard main engine (contd.)

Wear down and deflection readings of crankshaft excessive

No. 7 journal galled and cracked in way of dowel pin hole

Pin section of No. 5 crank throw cracked circumferentially

No. 6 journal cracked in way of dowel pin hole

Crankshaft journals etched

Nos. 6, 7 & 8 main bearing bottom shells fractured and fretted

No. 2 main bearing bottom shell slack in housing

Bedplate housing in way of Nos. 6, 7 & 8 main bearings badly fretted

All main engine connecting rod, piston rod and piston flange faces fretted

Bearing surface of all top and bottom end brasses adjacent to connecting rods also fretted

White metal of No. 1 top end bottom brasses cracked and wiped

White metal of Nos. 1, 3, 4 & 6 bottom end top brasses cracked and wiped

No. 1 cylinder after guide forward and after guide bar bolts broken

Camshaft and vertical drive wheel teeth distorted

Several "A" frame studs broken whilst dismantling engine and several "A" frame joint bolts slack

2nd last tunnel shaft coupling bolts slack

Crankshaft centre coupling bolts slack

Spare main bearing brasses unsuitable for Nos. 6, 7 & 8 bed plate housings (now planed out where fretted)

Main bearings to be remetalled to suit alignment.

No. 7 journal to be renewed.

No. 5 combined web and pin throw to be renewed.

No. 6 journal to be renewed.

Crankshaft journals to be skimmed up in lathe.

Nos. 6, 7 & 8 main bearing bottom shells to be renewed.

No. 2 main bearing bottom shell to be renewed.

Bedplate housing in way of Nos. 6, 7 & 8 main bearings to be machined to depth of frettage.

All connecting rods, piston rod and pistons to be removed to engine works to have faces machined to depth of frettage.

Top halves of all bottom ends and bottom halves of all top ends to be removed to engine works to have bearing surface adjacent to rods machined to depth of frettage.

No. 1 top end bottom brasses to be remetalled.

Nos. 1, 3, 4 & 6 bottom end brasses top halves to be remetalled.

No. 1 cylinder after guide forward and after guide bar bolts to be renewed.

Both the camshaft and vertical drive shaft wheels to be renewed.

All "A" frame studs to be renewed and joint bolts to be renewed where necessary.

Coupling bolt holes to be reamed out and new bolts fitted.

Crankshaft centre coupling bolt holes to be reamed and new bolts fitted.

1 spare main bearing shell to be supplied to suit Nos. 6, 7 & 8 bed plate housing.



"EL ARGENTINO"

FOUND

RECOMMENDED

(2) Port main engine

Wear down and deflection readings of crankshaft excessive

Remove main bearing bottom shells for examination of shells and bedplate housing.

Nos. 3 & 4 main bearing bottom shells fractured, all bottom shells and bedplate housing fretted. Crankshaft journals etched

Main engine to be completely dismantled, crankshaft to be removed to engine works and tested in lathe. All journals and coupling faces to be lightly skimmed. Bedplate main bearing housings to be machined to depth of corrosion and all bottom bearing shells to be renewed and top halves remetalled. Crankshaft on return from engine works to be bedded to true alignment. Compressor shaft to test in lathe.

Thrust and compressor shafts to be lined to suit main crankshaft. All "A" frame studs to be renewed and joint bolts where necessary. Scavenge pump and compressor to be opened up for examination.

No. 3 cylinder frame top landing face fretted at forward front corner and 4 cylinder studs slack

No. 3 cylinder frame top landing face to be machined to depth of frettage and 4 studs renewed.

All main connecting rod, piston rod and piston flange faces fretted

All connecting rods, piston rods and pistons to be removed to engine works to have faces machined to depth of frettage.

Bearing surface of all top and bottom end brasses adjacent to connecting rod also fretted

Top halves of all bottom ends and bottom halves of all top ends to be removed to engine works to have bearing surface adjacent to connecting rod faces machined to depth of frettage.

4 after thrust coupling bolts slack

After thrust coupling bolt holes to be reamed out and 4 new bolts fitted.

White metal of Nos. 1, 2 & 3 top end bottom brasses cracked and wiped

Nos. 1, 2 & 3 top end bottom brasses to be remetalled.

White metal of forward No. 4 top end brasses cracked and wiped

Forward brasses of No. 4 top end brasses to be remetalled.

White metal of Nos. 2, 3 & 4 bottom end top brasses cracked and wiped

Nos. 2, 3 & 4 bottom end top brasses to be remetalled.

Spare main bearing brasses now unsuitable for bedplate housing (now planed out where fretted)

New bottom shell to be supplied and top half to be remetalled.

(3) Steering engine

White metal of main bearing thrust faces badly worn

Main bearing thrust faces to be remetalled.



4.

"EL ARGENTINO"

FOUND

(3) Steering engine (contd.)

3 centre sections of quadrant pinion teeth distorted

Pinion teeth scored

Crankshaft worm wheel teeth scored at present position

Control valve gear out of line

RECOMMENDED

3 centre sections of quadrant pinion teeth to be renewed.

New pinion to be fitted.

Worm wheel rim to be turned to suitable position.

Control valve gear to be relined.

"B". On examination of No. 1 port forward generator engine, found and recommended as follows:-

FOUND

Temporary repairs effected at Freetown

Crankshaft bent

After section of inboard engine frame in way of existing repair showing oil leakage

RECOMMENDED.

Generator engine to be completely opened up for examination and crankshaft tested in lathe.

New crankshaft to be fitted.

Existing plate patch to be removed and new plate to be bedded to take in base of frame.

"C". On examination of No. 3 starboard forward generator engine, found and recommended as follows:-

FOUND

Crankshaft (solid forging) broken through the after web of the No.3 crank, No. 3 cylinder connecting rod bent; piston, cylinder liner and jacket broken; main bearing top half covers broken; engine bedplate in way of Nos. 1, 2 & 3 crankshaft bearings broken in several places, also securing studs broken; engine main framing broken in several places

RECOMMENDED

New generator engine to be supplied and generator to be rewound to suit new engine speed.

The foregoing recommendations were made in order to place the machinery in as good and efficient condition as before the occurrences in question.

*N. Russell*

Surveyor to Lloyd's Register.



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