

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

(Received at London Office)

Date of writing Report 25-1-1921 When handed in at Local Office 19 Port of Buenos Aires

No. in Survey held at Bahia Blanca Buenos Aires Date, First Survey 14 September 1920 Last Survey 19 January 1921

1976 on the Machinery of the ~~Wood, Iron or Steel~~ *Swiss* *Sc. S.* *Bahia Blanca* Master *Orlandini*

Gross 9349 Net 5863 Vessel built at Hamburg By whom *Reiherstg Schiffsw.* When 1912

Registered 598 Engines made at *Hamburg* By whom *Reiherstg. Maschinenf.* When 1912

of Main Boilers Boilers, when made (Main) (Donkey)

of Donkey Boilers Owners *Argentine Government* Port *Buenos Aires* Voyage *Hamburg*

eam Pressure— *Surveyed Afloat & in Dry Dock Puerto Militar & Danera Norte.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

n Main Boilers

n Donkey Boilers

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>Unclassed.</i>		

ast Report No. Port

Particulars of Examination and Repairs (if any) Classification

Periodical Surveys, when held, must be reported in detail and serially 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 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? ☒ 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.*

Do. " Donkey " " " *Yes.*

If this was not done, state for what reasons? ☒

Did what parts of the Boilers could not be thus thoroughly examined? ☒

So 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? ☒

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes.* To what pressure were they afterwards adjusted under steam? *205 lbs per sq inch*

Did the Surveyor examine the Safety Valves of Donkey Boiler? ☒ 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 Boiler? ☒

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

Did the Surveyor examine all the mountings of the Main Boilers? *Yes.* , and of the Donkey Boiler? ☒

Has screw shaft now been drawn and examined? *Yes.* Is it fitted with continuous liner? *no* or two liners? *no* or is it without liners? *yes.*

Has shaft now been changed? *no.* If so, state reasons ☒

Has the shaft now fitted new? *no.* Has it a continuous liner? ☒ or two liners? ☒ or is it without liners? ☒

State the distance between ligum vitae of stern bush and top of after bearing of screw shaft? *Good fit.*

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *To complete the survey the starboard engine remains to be examined and the boiler sizes to be checked. This it is stated will be carried out on vessel's return to Buenos Aires from the present voyage.*

Now Done: Vessel placed in dry dock. Tail shaft drawn in and examined, propellers, stern bushes, sea connections and their fastenings examined and found in good order; white metal bushing in stern tubes examined and found in good order. All main boilers examined internally & externally together with their mountings, manhole doors and Safety valves, condition good; the safety valves were afterwards adjusted under steam to 205 lbs per square inch, working pressure under Germanischer Lloyd 14 Kls 11 cm. On the port engine the cylinders, valve chests, pistons, valves, crank, thrust and tunnel shafting, crossheads, condenser, pumps and the working parts of the engines opened up examined and found satisfactory; condenser has been satisfactory tested with a head of water. In order to compile the first entry report full data is not yet to hand, this will be completed on vessel's return from the present voyage.

General Observations, Opinion, and Recommendation:— This vessel's machinery is now, so far as seen, in good & efficient condition and will be eligible in our opinion for the record of LMC with date in the Register Book when the survey has been completed.

Survey Fee (per Section 28) \$150.00 Fees applied for 20-1-1921

Special Damage or Repair Fee (if any) (per Section 28.) £ : : Received by me, 19

Travelling Expenses (if chargeable) \$34.00

Committee's Minute TUE. 1 MAR. 1921

Assigned *No action*

J. B. Smith & Y. R. Morris 2020
Engineer Surveyor to Lloyd's Register of Shipping.
FRI. OCT. 7 1921
FRI. 23 FEB. 1923
Lloyd's Register Foundation

REPORT ON ELECTRIC LIGHTING INSTALLATION.

Received at London Office

WED. NOV. 22 1922

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No. 72892

Port of BUENOS AIRES
 Date of First Survey 14-9-1922 Date of Last Survey 14-9-1922 No. of Visits
 No. in 5400 on the Steel Twin Sc Sr "Bahia Blanca" Port belonging to Argentine Republic
 Reg. Book 5400 Built at Hamburg Germany By whom Reiherstieg Schiffs Werfte When built 1912.
 Owners Argentine Government, Owners' Address Buenos Aires - Argentine Republic
 Yard No. 444 Electric Light Installation fitted by Not known, When fitted 1912.

DESCRIPTION OF DYNAMO, ENGINE, ETC.

The Electric Plant is composed of TWO Dynamos Generators of 45.1 K.W. each, D.C., 300 R.P.M., coupled to a vertical piston steam engine compound, working at a steam pressure of 150 lbs.

Capacity of Dynamo 410 Amperes at 110 Volts, whether continuous or alternating current Direct current.

Where is Dynamo fixed In the Main Engine Room, Whether single or double wire system is used Single and double.

Position of Main Switch Board In the Main Engine Room having switches to groups 5 of power and 7 of lights, &c., as below
closse to dynamos.

Positions of auxiliary switch boards and numbers of switches on each Eng. Room: 2 boards with 4 and 1 switch; Workshop: 1 board 18 switches; Alleyways Main Deck: 2 boards 42 switches; Forward Main Deck: 21 switches; Alleyways of Cargo Spaces Nrs. 3 and 5: 4 boards 37 switches; Charthouse: 1 board 6 switches; Electrical Store: 1 board 1 switch.

If cut outs are fitted on main switch board to the cables of main circuit There are and on each auxiliary switch board to the cables of auxiliary circuits There are and at each position where a cable is branched or reduced in size all Aux- and to each lamp circuit There is
Sw. boards. not.

If vessel is wired on the double wire system are cut outs fitted to both flow and return wires or cables of all circuits including lamp circuits

Are the cut outs of non-oxidizable metal They are made of brass nickel-plated. and constructed to fuse at an excess of 100 per cent over the normal current

Are all cut outs fitted in easily accessible positions They are. Are the fuses of standard dimensions They are. If wire fuses are used

are permanent instructions fitted on or near each switch board giving particulars of proper size of fuse for each circuit There is a label on each case.

Are all switches and cut-outs constructed of incombustible materials and fitted on incombustible bases In many instances are made of porcelain.

Total number of lights provided for 659 arranged in the following groups:—

A	90	lights each of	16	candle power requiring a total current of	17.00	Amperes
B	158	lights each of	16	candle power requiring a total current of	28.44	Amperes
C	104	lights each of	16	candle power requiring a total current of	18.72	Amperes
D	105	lights each of	16	candle power requiring a total current of	18.90	Amperes
E	108	lights each of	16	candle power requiring a total current of	19.44	Amperes
F	86	lights each of	16	c.p. requiring a total current	16.28	Amps
G 2	Mast head light with 2	lamps each of	16	candle power requiring a total current of	0.72	Amperes
G 2	Side light with 2	lamps each of	16	candle power requiring a total current of	0.72	Amperes
16	Cargo lights of 4	lamps of 16		candle power, whether incandescent or arc lights	Incandescent.	

If arc lights, what protection is provided against fire, sparks, &c.

Where are the switches controlling the masthead and side lights placed They are placed in the Charthouse.

DESCRIPTION OF CABLES.

Main cable carrying	500	Amperes, comprised of	N	wires, each	--	L.S.G. diameter,	0.387	square inches total sectional area
Branch cables carrying	20	Amperes, comprised of	7	wires, each	--	L.S.G. diameter,	0.016	square inches total sectional area
Branch cables carrying	10	Amperes, comprised of	7	wires, each	--	L.S.G. diameter,	0.008	square inches total sectional area
Leads to lamps carrying	5	Amperes, comprised of	1	wires, each	--	L.S.G. diameter,	0.004	square inches total sectional area
Cargo light cables carrying	20	Amperes, comprised of	N	wires, each	--	L.S.G. diameter,	Flexible cord.	square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

The cables are of two classes viz; Armoured cable with india-rubber insulation, lead-sheeted and, steel-taped, fixed by iron clips and brass screws for single wire system, and, for the double wire system is used electric insulated wire covered with a wooden guard.

Joints in cables, how made, insulated, and protected The joints for main branches are made by soldered terminals inside of metallic boxes and, for small branches are made by screws inside of metallic boxes but not soldered, with bases of porcelain.

Are all the joints of cables thoroughly soldered, resin only having been used as a flux Yes. Are all joints in accessible positions, none being made in bunkers, cargo spaces, or spaces which may at any time be used for carrying cargo, stores, or baggage They are always situated in accessible position.

Are there any joints in or branches from the cable leading from dynamo to main switch board There is not any joint of that kind.

How are the cables led through the ship, and how protected The armoured cable are fixed to the hull by iron clips and screws at a distance of 20 c/m apart, and, the single electric insulated wire are fixed inside and lined with a wooden guard.

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