

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

(Received at London Office)

MON. 3 FEB 1919

Date of writing Report 23rd December 1918 When handed in at Local Office 19 Port of BUENOS AIRES

No. in Reg. Book. 41 Survey held at BUENOS AIRES Date, First Survey 20th September Last Survey 16th December 1918

41 on the Machinery of the Wood, Iron or Steel Iron & Steel Yarn & Co "Bahia Blanca" Master J. Arnaud (No. of Visits 12)

Tonnage { Gross 7349 Net 5863 Vessel built at Hamburg By whom Reihert & Schiffer When 1912 (Donkey)

Registered Horse Power 578 Engines made at Hamburg By whom Reihert maschinen When 1913

No. of Main Boilers 4 Boilers, when made (Main) 1912 (Donkey)

No. of Donkey Boilers 0 Owners Argentine Government Port Buenos Aires Voyage France

Steam Pressure in Main Boilers 150 If Surveyed Aft or in Dry Dock North Basin Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Record G.L.

(Periodical surveys, when held, must be reported in detail and scrutiny 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.)

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

Do. " " Donkey " " " "

If this was not done, state for what reasons?

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

Also 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 lb

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? No Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons

Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

If the survey is not complete state what arrangements have been made for its completion and what remains to be done? Part survey held at Bahia Blanca

Now completed. Examined all main boilers internally & externally together with their mountings, manhole doors & safety valves, & witnessed the latter blowing under steam at the above pressure. (Working pressure under Germanischer Lloyd 14 kls \square \square \square)

Both the H.P. & both the M.P. cylinders which had been badly broken with their covers & valves have now been renewed & tested by hydraulic pressure. Both the H.P. cylinders were good castings, & both M.P. cylinders which were defective in places have been satisfactorily repaired with plugs & patches & made good. The L.P. cylinders which were broken, have been fitted with large cast iron patches secured with steel plates, & fitted with new liners & covers as found necessary, & tested. Valves repaired & refitted. All main steam pipes tested to 400 by hydraulic pressure. Crank, thrust, & tunnel shafting, pumps, condensers, & the working parts of the engines generally, opened up & adjusted. One circulating pump shaft renewed. The engines were run under full working conditions on completion with good results.

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, B.S. 9,11, B.&M.S. 9,11, or S.L.M.C. 9,11, 140 lb., F.D., &c.)

The above is forwarded for the information of the Committee with a view to assigning a record of G.L. in the Register Book.

Survey Fee (per Section 25) \$ 150.00 Fees applied for 23.12.1918

Special Damage or Repair Fee (if any) £ Received by me, P. J. Adia

Travelling Expenses (if chargeable) \$ 10.00 19 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 14 FEB. 1919 FRI. MAR 26 1920 FRI. 23 FEB. 1923

Assigned G.L. 12.18 TUE. 1 MAR. 1921 FRI. 6 FEB. 1921

W 127-0126

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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



N.B. - If this Report is copied by Copying Press, special care must be taken that the copying is not so much damped as to spread the ink, or to cause it to show through to the other side

*Manuscript examined and
found in good condition - extensive repair.*

*It is submitted that
this vessel is eligible for
THE RECORD. G.L. 12-18.*

*HWA
10/22/19*

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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