



When this case was reported from Buenos Aires in 10.36, it was considered that there were indications that the plating of the boilers might be in a seriously defective condition and the New York Office was accordingly requested to carry out a full investigation on the vessel's arrival at Philadelphia.

See endorsement dated 13.11.36.

The New York report has now come to hand. Mr. Heck of the New York Office joined the Philadelphia Surveyor on the case.

On removal of part of a shell buttstrap of the centre boiler which had been reported from Buenos Aires to be leaky, the shell plating was found to be cracked to a dangerous extent, and the boiler unfit for further use.

Some temporary repairs were effected to the port boiler at Philadelphia on account of cracked fire box plating, a broken rivet in a shell buttstrap was repaired by welding and a few other leaky rivets in that strap were caulked and the boiler tested by water pressure.

A further examination of the boiler was made on the vessel's arrival at New York when the condition was found to be definitely worse than at Philadelphia. Several rivet heads in the buttstraps were broken and there was leakage from several other rivets in the port buttstrap. The port buttstrap was then removed and the shell plating on one side of the butt found to be dangerously cracked.

The boiler was temporarily repaired by fitting a wider outer strap with 4 rows of rivets in the sound part of the shell clear of the cracked portion. This repair is efficient for a working pressure reduced to 150 lb., and the safety valves have been adjusted to that pressure.



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The American Committee have continued the vessel's class subject to the boiler pressure being reduced to 150 lb., to the centre boiler not being used again and to the port and starboard boilers being again examined on return to the U.S.A. or within 3 months whichever is the least.

The vessel appears to be eligible for the record
BS 8,36.

The Special Survey No.1, due 9,36, has been partly held on the machinery and the vessel will be eligible for the record LMC.MS 12,36 when the survey has been completed.

A special report on the boilers is being prepared in the New York Office.

AC *BA*
7.1.37.

*Submitted a copy of the N.Y. report
be sent to the Buenos Aires Line
for their information.*

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