

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

No. 18035

(Received at London Office

28 DEC 1942)

of writing Report 6. 10. 42 19 42 When handed in at Local Office 19 Port of Buenos Aires
 Survey held at Buenos Aires Date, First Survey 19. 9. 42 Last Survey 2. 10. 1942
 on the Machinery of the Wood, Iron or Steel M.V. TRAFALGAR (No. of Visits 3)

Gross 5542 Vessel built at Amsterdam By whom N. V. Nederl. Schep. Maats When 1932 2
 Net 3301 Engines made at N. V. Hengels By whom J. G. Stok + Co When 1938 2
1606 Boilers, when made (Main) (Donkey) 1938
 n Boilers Owners Wilk Wilhelmsen Owners' Address (if not already recorded in Appendix to Register Book.)
 key Boilers 2 Managers Port Tomberg Voyage W. S. A ports
 Boilers 100 lb If Surveyed Afloat or in Dry Dock Afloat in Newport B Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Part C.S.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

cases where the Surveyor has not made a special damage report he is required to state whether he declined his services for this purpose, and why they were declined.

special damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey " " "

not done, state for what reasons?

parts of the Boilers could not be thus thoroughly examined?

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?

date of internal examination of each boiler Present condition of funnel Good

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

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

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

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

Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boilers?

Shaft now been drawn and examined? 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?

Shaft now been changed? If so, state reasons Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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

Electric light and power fitted? Is electric light and power fitted? Yes

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

If not complete, state what arrangements have been made for its completion and what remains to be done b.s. advanced.

One. No 4 main engine crankpin + bottom end bearing examined.

Inboard independent fresh water + salt water circulating pumps examined.

No 2, 4, 6, 8, 10, 12 tunnel shaft bearings examined.

Examined one spare main engine piston after repairs to burned ring bars and now placed aboard in good order.

Observations, Opinion, and Recommendation:— This vessel's machinery as far as

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 *L.M.C. 140 lb., F.D., &c.)

CS 3,34, is in good order + is eligible in my opinion to remain as classed + to have

record of F.L.M.C. C.S (with date) when the survey has been completed.

(per Section 29) £ 139.00. : Fees applied for 6. 10. 19 42

Damage or Repair Fee (if any) £ : : Received by me, J. V. Naylor

(per Section 29.) £ 7.00. : 19

Expenses (if chargeable) £ 7.00. : 19

Surveyor's Minute As now

Signature As now

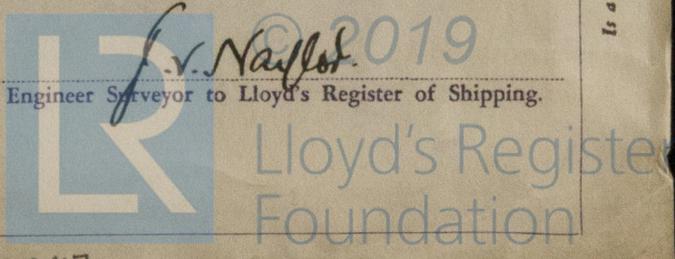
Date FRI. 22 JAN 1943

Signature As now

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
* 100 lb. with freeboard <u>4-4A</u> <u>5-4B</u>		* L.M.C. 2-38 D.B.S. 11-41 T.S.C.L. 4-A1
carrying fuel oil F.P. above 150° F in deep tanks		Of Engines CONTINUOUS SURVEY

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

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



W224-0047

Of advanced
L^{ts} No 1 du 2.42

It is submitted that
this vessel is eligible to
remain as CLASS B.

This
20.1.43