

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

No. 18035

(Received at London Office)

28 DEC 1942

of writing Report 6. 10. 1942 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

(No. of Visits 3)

on the Machinery of the Wood, Iron or Steel M.V. TRAFALGAR

Year. Month.

Gross 5542 Vessel built at Amsterdam By whom N. V. Nederl. Schep. Maats. When 1938 2

Net 3301 Engines made at N. V. Hengels By whom J. H. Stork &amp; Co. When 1938 2

1606 Boilers, when made (Main) (Donkey) 1938

Boilers Owners with Willemsen Owners' Address

(if not already recorded in Appendix to Register Book.)

Key Boilers 2 Managers Port Tinsberg Voyage 4. 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 &amp; Supplements).

Report No. Port

Particulars of Examination and Repairs (if any) Part C.S.

Surveys, when held, must be reported in detail and verbatim 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 of 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.

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

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?

now been changed? If so, state reasons

ft now fitted been previously used?

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

parts, when referred to by numbers, should be counted from forward.

Is electric light and power fitted?

Surveyor examine the generators, motors, switchgear, cables and fuses?

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

y is not complete, state what arrangements have been made for its completion and what remains to be done

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 of the 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

early 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 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.E.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 \*L.M.C. C.S. (with date) when the survey has been completed.

(per Section 29)

£ 139.00.

Fees applied for

Image or Repair Fee (if any)

£ :

6. 10. 1942

(per Section 29.)

Received by me,

expenses (if chargeable)

£ 7.00.

19

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ed

FRI. 22 JAN 1943

As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W224-0047



CP advanced  
L<sup>th</sup> No 1 due 2.42

It is submitted that  
this vessel is eligible to  
remain as CLASSED

Thus  
20.1.43