Rpt. 9. No. 18898.

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

(Received at London Office 6 NOV 1944)

Date of writing Report 30-9- 1944. When handed in at Local Office 30-9- 1944. Port of Buenos Aires

in Book Survey held at Buenos Aires. Date, First Survey 27-9-44. Last Survey 30-9- 1944. (No. of Visits 2.)

on the Machinery of the ~~Wooden~~ Steel M.V."BRAGANZA".

Gross 6327 / Net 3935 / Indicated Power 640 / Main Boilers -- / Donkey Boilers 2 / Pressure Main Boilers -- / Donkey Boilers 125 lb.

Vessel built at Sunderland. By whom W.Doxford & Sons,Ld. When 1924. 5 (Year. Month.)

Engines made at Sunderland By whom W.Doxford & Sons,Ld. When 1924.

Boilers, when made (Main) -- (Donkey) 1938. & 1924.

Owners A/S.Braganza. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers L.G.Braathen. Port Oslo. Voyage United Kingdom.

If Surveyed Afloat ~~or in Dry~~ Dock New Port "C". (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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)
+100A1 with 6.44.		+LMC CS ~~3,40.~~ 6.44.
freeboard ~~2,42.~~		3.43. ~~1,42.~~
ss Gls.Nº3-		DBS ~~1,43.~~ 2.44
5,37		N.D.B. '38.
ss Gal.Nº1-41.		TS CL ~~3,40.~~ 9.43.
		OIL ENGINES
		CONTINUOUS SURVEY.

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

Last Report No. 18880 Port B.As.

Particulars of Examination and Repairs (if any) Macninery Repairs.

Periodical Surveys, when held, must be reported in detail and seriatim 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? --

" " Donkey " " " No.

If this was not done, state for what reasons? Donkey Boiler Survey not due.

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

In 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? --

The latest date of internal examination of each boiler -- Present condition of funnel(s) --

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

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? --, and of the Donkey Boilers? --

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

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

Has the screw 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? --

Has the shaft now been changed? If so, state reasons --

Is the shaft 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? --

The date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft --

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? --

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

HOW DONE:- At the request of the Master and Owners Agents attended on board the vessel as she lay afloat at Buenos Aires, New Port for repairs to Nº3 main engine transverse beam centre bearing.

The bottom half of the bearing was stated to have been found broken in two pieces and the after stud sheared off at the bottom of the thread on the vessel's arrival at Buenos Aires from Rosario on 26th. September 1944.

Owners new spare bearing and studs fitted and two studs supplied as spare.

Machinery afterwards examined under working conditions and all left in safe working condition.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen is in a safe working condition, eligible in my opinion to remain as classed.

(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, + L.M.C. 9,11 or + LMC 140lb., F.D., &c.)

CS 3,34.

Survey Fee (per Section 29) $ 108.00

Special Damage or Repair Fee (if any) £ : :

(per Section 29.)

Travelling expenses (if chargeable) $: 5.00

Fees applied for 21-10- 1944.

Received by me, 19

Committee's Minute THURS 23 NOV 1944

Assigned As now subject

J.V. Naylor.

Engineer Surveyor to Lloyd's Register of Shipping.

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

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