

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

(Received at London Office MON. NOV. 20 1911)

Date of writing Report 20th October 1911 When handed in at Local Office _____ 19 _____ Port of BUENOS AIRES

No. in Reg. Book 350 Survey held at BUENOS AIRES Date, First Survey 19th Sept. Last Survey 14th October 1911
 on the Machinery of the ~~Wood, Iron or Steel~~ Tug "Lamea" Master (No. of Visits 3)

Tonnage { Gross 132 Vessel built at Goole By whom Goole S. B. & Repg. Co. Ltd. When 1911 - 6
 Net 5 Engines made at Hull By whom Earle Co. Ltd. When 1911

Registered Horse Power 93 Boilers, when made (Main) 1911 (Donkey) ✓
 No. of Main Boilers 1 Owners (N. Indanouch) Ltd. Port Buenos Aires Voyage Towing
 No. of Donkey Boilers ✓ Owners (N. Indanouch) Ltd. Port Buenos Aires Voyage Towing
 Steam Pressure in Main Boilers 180 lb ✓ Surveyed Afloat ✓ in Dry Dock Government Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Damage 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.)

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).
<u>+ 100 A 1</u>		<u>+ L M C 6.11</u>
<u>for towing purposes.</u>		
<u>6.11</u>		

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? Yes, see copy attached.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no.

Do. " Donkey " " " " " ✓

If this was not done, state for what reasons? not due for survey.

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? ✓ 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 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? ✓ 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 vite of stern bush and top of after bearing of screw shaft? Not seen, fitted with patent bush.

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

Repairs of machinery after making voyage from Dundee.
 The stop valve spindle & 3 drain cocks on steering engine renewed, & engine overhauled.
 Carrier ring & 3 Ramsbottom rings of H.P. piston renewed.
 White metal in M.P. eccentric straps & guide shoe renewed.
 M.P. valve spindle trued up, & fitted with new neck, & gland, & dome bushes, & guide brasses renewed.
 Piston packing ring of M.P. piston renewed, & a new bottom cover fitted to reversing cylinders.
 Machinery all opened out, overhauled, & working parts adjusted.
 Propeller, stern bush, & sea connection fastenings examined in dry dock, & the main injection valve rejoined to new shell plate in way of the same.

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. 9,10, B.&M.S. 9,10, or L.M.C. 9,10, 140 lb., F.D., &c.)

This vessel's machinery is eligible in my opinion to be continued as classed in the Register Book.

Survey Fee (per Section 28)..... £ : : Fees applied for 23.10.1911
 Special Damage or Repair Fee (if any)..... \$ 25.00 (per Section 28.)
 Travelling Expenses (if chargeable)..... \$ 2.00

Received by me, J. J. Adie
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE. NOV. 21. 1911 FRI. MAY 9 - 1913
 Assigned as above



If so, is the report sent now, or when will it be sent? No.

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

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

Due to wear & tear.

Part Inchey. examined and
minor repairs effected.

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

It is submitted that
this vessel is eligible to
remain at OGDSD.

[Signature]
20-11-11

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation