

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

(Received at London Office)

Date of writing Report 9th. August 1948 When handed in at Local Office 9th. August 1948 Port of Buenos Aires  
No. in Reg. Book Survey held at MONTEVIDEO Date, First Survey 14/7/48 Last Survey 21/7/1948  
(No. of Visits two)

~~1933~~ on the Machinery of the ~~XXXXXX~~ Steel TUG "BIO-BIO" ex "EMPIRE GOBLIN"  
Gross 277 Vessel built at Selby By whom Cochrane & Sons, Ltd. When 1942 6  
Net -- Engines made at Hull By whom Amos & Smith, Ltd. When 1942 6  
Nominal Horse Power 132 MN Boilers, when made (Main) 1942 (Donkey) --  
No. of Main Boilers 1 SB Owners Cia. Arg. de Nav. Angel Gardella Ltd Owners' Address --  
(if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers -- Managers -- Port Buenos Aires Voyage Buenos Aires  
Steam Pressure in Main Boilers 200 lb If Surveyed Afloat or in Dry Dock Varadero del Cerro Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
No. of Donkey Boilers --

Last Report No. -- Port CAJETOWN  
Particulars of Examination and Repairs (if any) DOCKING & T.S.  
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.

CHARACTER + for Special Survey Date of last Survey and of Periodical Surveys.	YEARS assigned now expired.	Machinery and Boiler Surveys (including date of N.M., if any)
<u>+100A1</u>		<u>+LMC MS 9,47</u>
<u>For towing services</u>		<u>BS 6,475.8</u>
<u>9,46 5,48</u>		<u>TS OG 7,45</u>
<u>S.S.C.Tn.-7,46</u>		

As a damage report made by anyone else? If so, by whom? No  
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No  
" " Donkey " " " " --  
If this was not done, state for what reasons? Not due for survey.

What parts of the Boilers could not be thus thoroughly examined? --  
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? --  
What latest date of internal examination of each boiler? -- Present condition of funnel(s) Good  
Did the Surveyor examine the Safety Valves of the Main Boiler? No 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 screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes  
Has shaft now been changed? No If so, state reasons --  
Has 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? --  
What date of examination of Screw Shaft 14/7/48 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft under 1/16"  
Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes  
Did the Surveyor examine the generators, motors, switchgear, cables and fuses? No  
Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes  
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

Vessel placed on slipway; propeller, tailshaft, sternbush and oil-gland examined and found in good order: wear-down as above; sea valves and cocks opened up, examined and replaced in good order.

General Observations, Opinion, and Recommendation: The Machinery of this vessel, so far as seen, is in a safe working condition, eligible in my opinion to remain as classed and to have fresh record of T.S. O.G. 1948.  
(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.S.M.S. 9,11, + L.M.C. 9,11 or + L.M.C. 140lb., F.D., &c.)

Survey Fee (per Section 29.) \$ 14.00 Urug. Fees applied for 26/7/1948  
Special Damage or Repair Fee (if any) £ : :  
Ind. Surveyor Fee (per Section 29.) \$ 21.00 Urug. Received by me, 19  
Travelling expenses (if chargeable) ---  
Committee's Minute As now  
Assigned S.Y. 48

J. J. Pickthall  
for Engineer Surveyor to Lloyd's Register of Shipping.

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

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

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

S. 7.48

Run

5.10.48



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