

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

(Received at London Office 16 AUG 1929)

Date of writing Report 12 July 1929 When handed in at Local Office 29 Port of Buenos Aires
No. in Reg. Book Survey held at Buenos Aires Date, First Survey 7 June Last Survey 8 July 1929
(No. of Visits 6)

~~Survey~~ on the Machinery of the Wood, Iron or Steel Frigate "Anglo No. 2"
Tonnage { Gross 1086
Net 541 Vessel built at St. Glasgow By whom A. Rodger & Co. When 1901-6
Engines made at Glasgow By whom Ross & Bureau When 1901
Nominal Horse Power 130 HP Boilers, when made (Main) 1901 (Donkey)
No. of Main Boilers 2 Owners British & Argentine Meat Co (1923) Owners' Address River purposes
No. of Donkey Boilers 1 Managers and Port Buenos Aires Voyage River purposes
Steam Pressure in Main Boilers 175 lb If Surveyed Afloat in Dry Dock Yes
(State name of Dock.) South Dock & Government Dry 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, how long expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|------------------------------------------------------------------------------|-----------------------------------|----------------------------------------------------------------|
| <u>-1- A 1 10.27</u> | | <u>-1- LMC 11.24</u> |
| <u>For river purposes only</u> | | <u>β 5.28</u> |
| <u>S.S. β. Qs. 2 & 3-11.20</u> | | |
| <u>S.S. β. Qs. No. 1-25</u> | | <u>0.9 10.27</u> |

Particulars of Examination and Repairs (if any) Screw shaft & propeller
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.

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?
as a damage report made by anyone else? If so, by whom? see copy attached. Yes Underwriters Surveyor

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? NO
Do. " " Donkey " Boilers not surveyed as Owners' Superintendent stated that maintenance of class depended on full repairs
Why was this not done, state for what reasons?

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?

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? yes are they fitted with continuous liner? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?
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?

State the distance between lignum vitae ~~or bearing metal~~ of stern bush and top of after bearing of screw shaft? renewed a good fit

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Survey abandoned owing to the necessary repairs to shell plating of the vessel not having been carried out, and the L.M.C. survey, now due, was not held, excepting for screw shaft, bushes & propeller

Survey held originally owing to damage to the starboard propeller as per damage report attached, at the request of the Owners Representatives.

Work done: - on account of damage; the starboard cast iron propeller renewed & fitted, the liner skinned in lathe of starboard shaft; the outer bracket & stern tube bush rewooded. the hook ring lower half renewed, the bracket & stern tube tested for alignment as they were reported out of truth, but all found in good order. shaft coupling & keys renewed
No part L.M.C.: - the port shaft examined, the liners skinned in lathe & stern bush & bracket rewooded; shaft coupling renewed with keys.

General Observations, Opinion, and Recommendation: - This survey having been abandoned the above is for the information of the Committee
(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, E.S. 9, 11, E.&M.S. 9, 11, or L.M.C. 9, 11, 14, 15, F.I.M., &c.)

Survey Fee (per Section 28) 2 Fees applied for 12 July 1929
Special Damage or Repair Fee (if any) \$50.00 Received by me, A. J. Matheson
(per Section 28.) \$ 5.00 19
Travelling Expenses (if chargeable) \$ 5.00

Committee's Minute FRI. 23 AUG 1929
Assigned: See minute on here report.

Withdrawn from class

See separate endorsement

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.

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13/8/18

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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