

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

(Received at London Office)

AUG 1929

Date of writing Report 12 July 1929 When handed in at Local Office Buenos Aires 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~~ Twin "Anglo No. 2"  
 Tonnage { Gross 1086  
 Net 541  
 Vessel built at Glasgow By whom A. Rodger & Co. When 1901-6  
 Engines made at Glasgow By whom Ross & Bureau When 1901  
 (Donkey) ☒  
 Boilers, when made (Main) 1901  
 Owners British & Argentine Meat Co. (1923) Owners' Address Port Buenos Aires Voyage River purposes  
 Managers and  
 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 now expired	Machinery and Boiler Surveys (including date of N.B., if any).
-1- A 1 10.27		-1- LMC 11.24
For river purposes only		BS 5.28
S.S. B. Qs. 2 & 3 - 11.20		
S.S. B. Qs. 1 - 25		BS 10.27

ast Report No. Port  
 Particulars of Examination and Repairs (if any) Screw shaft & propeller

Periodical Surveys, when held, must be reported in detail and serially 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

What parts of the Boilers could not be thus thoroughly examined?

So 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? NO

Has shaft now been changed? NO If so, state reasons

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State the distance between ligum vitae ~~on 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.

Now 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 shock 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 to full 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

Survey Fee (per Section 28) £50.00.  
 Special Damage or Repair Fee (if any) (per Section 28.) \$ 5.00.  
 Travelling Expenses (if chargeable)

Fees applied for  
12 July 1929  
 Received by me,  
19

Committee's Minute FRI. 23 AUG 1929

Assigned See minute on hull report.

A. J. Markeson  
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
 Foundation

008804-008811-0232



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.

25th  
13/8/18

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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