

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

(Received at London Office

13 SEP 1929

Date of writing Report 20<sup>th</sup> Aug 1929 When handed in at Local Office

Port of Buenos Aires

No. in Reg. Book

Survey held at Buenos Aires

Date, First Survey 15<sup>th</sup> July. Last Survey 14<sup>th</sup> Aug. 1929

(No. of Visits 3)

on the Machinery of the Wood, Iron or Steel *Re. 3rd Mt. R. "Miramar"*

Tonnage Gross 320 Net 243

Vessel built at Manteboek

By whom Robt. A. & H. Rodenas

When 1919

Nominal Horse Power 54 NHP

Engines made at Ipswich

By whom Dickers, Paters, & Co.

When 1915

No. of Main Boilers

Boilers, when made (Main)

(Donkey)

No. of Donkey Boilers

Owners *Medone Cia.*

Owners' Address

Steam Pressure in Main Boilers

Managers

(if not already reported in Appendix to Register Book)

in Donkey Boilers

If Surveyed Afloat or in Dry Dock *on slipway Ghiesbreght's Slip + Boza*

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

Last Report No. Port

## Particulars of Examination and Repairs (if any) L.M.C.

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.

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?

Do. " Donkey " " " " "

If this was not done, state for what reasons?

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? *Yes*. Is it fitted with continuous liner *no* lines 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? *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 lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? *good fit*.

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

*How done: the vessel was drawn up on a slipway, the screw shaft drawn in, examined and found in good order, replaced, and the packing arrangement for lubricating the shaft renewed; the sea cock and fastenings examined and found in order.*

*The main motor opened out, all cylinders, pistons and valves, covers, connecting rods, top and bottom end boxes, crank shaft and bearings examined and found in good condition. The auxiliary engine, compressor and pump examined, the air receivers and piping examined, and the fuel tanks examined internally, the spare gear examined and all found in good order. The engine tried under working conditions and found good.*

General Observations, Opinion, and Recommendation:— *This vessel's machinery is now in good order, eligible in my opinion to be continued as classed, and to have records of L.M.C. 8.29, and screw shaft examined 8.29.*

Survey Fee (per Section 25) *£ 50 : 00*  
Special Damage or Repair Fee (if any) *£*  
Selling Expenses (if chargeable) *£ 3 : 00*  
Fees applied for *14<sup>th</sup> Aug 1929*  
Received by me, *J.L.A.*  
*23 - 8 - 1929*

Committee's Minute  
Assigned *24 SEP 1929*  
*24 SEP 1929*

*M. C. Lesome*  
Engineer Surveyor to Lloyd's Register of Shipping.  
Lloyd's Register Foundation  
W 598 - 0164

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

As a Certificate required? If so, to be sent to *for this office*

S.S. 10 / due 7. 29 - Held.

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 report is eligible for  
THE RECORD. L.M.C. 8. 29.*

S. 8. 29.

17/9/29

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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