

# DISCLOSED SECTION NO. 1336/59 Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

MON. MAR 12 1923

Date of writing Report 8<sup>th</sup> Feb. 1923 When handed in at Local Office 8<sup>th</sup> Feb. 1923 Port of Rio de Janeiro  
 No. in Reg. Book 74454 Survey held at Rio de Janeiro Date, First Survey 18<sup>th</sup> Dec Last Survey 7<sup>th</sup> Feb. 1923  
 on the Machinery of the Wood, Iron or Steel S.S. "Lapajoy"  
 Tonnage { Gross 3774 Vessel built at Sunderland By whom Osbourne Graham & Co. When 1902-6  
 Net 2442 Engines made at Sunderland By whom G. Clark Ltd When 1902  
 Registered Horse Power 348 Boilers, when made (Main) 1902 (Donkey) 1902  
 No. of Main Boilers 2 Owners Lloyd Brasileiro Port Rio de Janeiro Voyage New Orleans  
 No. of Donkey Boilers 2  
 Steam Pressure in Main Boilers 180 lb. Surveyed Afloat or in Dry Dock Rio Harbour  
 in Donkey Boilers 75 lb.  
 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.	Year Assessed and applied.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>100 A1, open deck</u>		<u>L.M.C. 7.18</u>
<u>10.21.</u>		<u>B.S. 2.21</u>
<u>S.S. 2.18 N: 3-3-15.</u>		<u>T.S. 1.20.CL</u>
<u>S.S. 2.18 N: 1-1-18.</u>		

Last Report No. 2379 Port NO.  
 Particulars of Examination and Repairs (if any) Compl. of S.S.  
 (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? Starb. boiler only.  
 Do. " Donkey " Yes.  
 If this was not done, state for what reasons? Port main boiler examined at New Orleans in August, 1922.

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? Yes, starb. boiler. To what pressure were they afterwards adjusted under steam? 175. All required.  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 75 lb.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. and of the Donkey Boiler? Yes.  
 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? Yes, starb. boiler. and of the Donkey Boiler? Yes.

Has screw shaft now been drawn and examined? No. Is it fitted with continuous liner?  Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed?  If so, state reasons

Is the shaft now fitted new?  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?

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

The starboard main boiler & both donkey boilers, with their safety valves & mountings examined throughout & all safety valves afterwards adjusted under steam as stated above. One defective mud hole doors of donkey boiler renewed.

General Observations, Opinion, and Recommendation:— This vessel's boilers are now in good order  
 (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.&M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)  
& eligible in my opinion to remain as classed & to have record of B.S. 8.22, as already recommended.

Survey Fee (per Section 28) 4.00 \$000  
 Special Damage or Repair Fee (if any) 55 \$000  
 Travelling Expenses (if chargeable) 55 \$000

Fees applied for 7-2-1923  
 Received by me, 19

G. Williamson  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute, FRI 16 MAR 1923

Assigned Rd P. 22  
 CERTIFICATE WRITER



Is a Certificate required? If so, to be sent to Yn. Anti Office

007129-007138-0262

B.S. due 2.22. partly held & 22 completed

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

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.

Propeller being renewed when the  
next special survey is held

It is submitted that  
this vessel is eligible for  
THE RECORD. B. S. & 22

*J.S.*  
14/3/28

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.