

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

Date of writing Report... 8th June 48... 8th June 48... Port of Rio de Janeiro
 No. in Survey held at Rio de Janeiro Date First Survey 5/6/48 Last Survey 7/6/19 48
 Reg. Book. 29367 on the Machinery of the ~~Wood/Whale~~ S/S "MINASLOIDE" (No. of Vessels 2)

Gross 5702 Vessel built at Newcastle By whom Hawthorn, Leslie & Co. Ltd. Year 1904-11
 Net 3484 Engines made at Newcastle By whom N.E. Marine Eng. Co. Ltd. Year 1904
 Nominal 518MN Boilers, when made (Main) 1904 (Donkey) -
 Horse Power 3 Owners Lloyd Brasileiro
 of Main Boilers 3 Managers
 of Donkey Boilers -
 Main Pressure in Main Boilers 180lbs
 in Donkey Boilers -
 If Surveyed Afloat or in Dry Dock Drydock-Ilha Mocangue
 (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) G.E. of Machinery & Boilers

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on account of damage (the kind 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 date 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.

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? as stated

Donkey " " " "

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?

State latest date of internal examination of each boiler Present condition of funnels good

Did the Surveyor examine the Safety Valves of the Main Boilers? NO To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? NO 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? NO and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? NO Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the

bottom 1/8" Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses as stated

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

Engine parts, when referred to by numbers, should be counted from forward

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. It is the Owners stated intention

to carry out the Complete Machinery Survey and effect the necessary repairs to the Boilers on the

vessel's return to this port before the end of October next. In view of the condition of the boilers

it has been agreed that these will run on the reduced pressure of 130lbs per sq. inch, until that time.

vessel in drydock. Examined propeller and outside fastenings of all under water fittings.

The main & auxiliary machinery generally examined, without opening up, and statement made by the Chief

engineer that this works satisfactorily. The Electrical system generally examined and megger tested

satisfactorily.

The port boiler was generally examined on water and fire sides and the following found:-

number of combustion chamber back, side and girder stays wasted. Several stay tubes also found

wasted. The starboard and centre boilers were under steam and were therefore not examined internally,

but were examined under steam.

General Observations, Opinion, and Recommendation: The machinery of this vessel is eligible, in my

(State clearly what condition, 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 terms of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11 or LMC 9.11 or LMC 140 lb., PD, &c.)

opinion, to be continued as classed without fresh Record of Survey, pending a Complete Survey of the

machinery and Boilers being carried out before the end of October 1948 and subject to the boiler

pressure being reduced to 130 lbs per sq. inch.

GE of mach. & blrs. Cr\$ 1,000,00

Special Damage or Repair Fee (if any) 8/6 48

Travelling expenses (if chargeable) 150,00

Committee's Minute WED 11 AUG 1948

Assigned Defered

H. Caldwell.
 Registrar Surveyor to Lloyd's Register of Shipping.
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 Lloyd's Register
 Foundation
 007909, 007918, 0032