

# REPORT OF SURVEY FOR REPAIRS & CO. OF ENGINES AND BOILERS

4565

12/7/49

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18 JUL 1949

Rio de Janeiro

Date of writing	12/7/49	Date of Survey	12/7/49	Date of Survey	17/10/48	Date of Survey	27/5/49
No. in Survey Book	Santos & Rio de Janeiro	No. in Survey Book		No. in Survey Book		No. in Survey Book	
60930	xxxxdxxxx		" GUARARA"				
Tonnage	483	Port of Registry	Appledore	Owner	R.Cark & Sons, Ltd.	Surveyor in Santos	30 by 2nd from Rio office.
Nominal Horse Power	191	Port of Registry	Newbury	Agent	Plenty & Son, Ltd.	When	1919-1
No. of Main Boilers	72MN	Port of Registry	Both	Address	(Doubtful)	When	
No. of Donkey Boilers	-	Port of Registry	Afloat Santos & Rio	Port	Rio de Janeiro		
Size of Main Boilers	1SB	Port of Registry	& S.Cruz dock - Rio				
No. of Donkey Boilers	1801b	Port of Registry					

Insert character of ship and machinery precisely as in the Register Book.

Particulars of Classification which may be inserted  
as in Register Book & Surveyor's Report

Machinery and Boiler Description	Quantity and Dimensions
HOOAI 4,47	LMC 2,45
ssRio 2nd No. 3-2745	BS 4,47
	CL 3,47

Cargo battens not fitted.

Details of Examination and Repairs (If any) View to LMC and Installing New Engines  
In detail, the Surveyor made an internal and external examination of the vessel. Other parts of the vessel were examined and no serious damage or deterioration found. The condition of the hull was good. The condition of the machinery and fittings was fair. The surveyor found that the vessel was in a fit condition to proceed to Santos and the surveyor recommended that the vessel be repaired at Santos. The surveyor also recommended that the vessel be repaired at Santos.

At what date did the Surveyor inspect the vessel? When, by whom?

Surveyor personally go made out Main Boiler separately and make a thorough examination of this boiler.

For what reason?

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

Present condition of Boiler?

To what pressure were they afterwards admitted under steam?

To what pressure were they afterwards admitted under steam  
and of the Donkey Boiler?

and of the Donkey Boiler?

and of the Main Boiler?

and of the Main Boiler?

Is it a continuous liner?

Is an approved oil retarding appliance fitted at the stern?

Has the shaft now fitted been previously used?

Has it a permanent lining?

State date of examination of Screw Shaft.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the shaft now been drawn and reamed off?

Has it been quenched?

If so, state reasons.

Has oil retarding appliances fitted at the after end?

Is electric light and/or power fitted?

Has the shaft now fitted been previously used?

Has it a permanent lining?

State the wear given in the

Examination of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.

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

Do not complete, state what arrangements have been made for its completion and what remains to be done. The Steam Engines and Boiler have

been removed from the vessel and replaced by a 480 B.H.P. Diesel Engine supplied by Messrs Fairbanks

C. - 8 cyl. 2- cycle. 8 1/2" x 11 1/2". A certificate for this engine has been issued by

American Bureau of Shipping. The following auxiliary machinery has been installed for which

fuses have been supplied. Air Receivers, Auxiliary Diesel, driving a dynamo and air comp-

Dynamo belt driven from main engine, Motor driven Bilge pump and General Service and Ballast

source of supply of air piping not obtained. Separate side bunker and separate bottom settling

It by the owners without submission of plans. Seatings for auxiliaries and tanks made and

the owners, without the preparation of plans. The workmanship throughout is very poor, and

applies to the supply and fitting of a new switchboard and a complete new wiring system.

ture from the rules in all these matters has been continuously pointed out to the owners

commencement of the work in October last, in Santos. On the occasion of each protest the

presentative stated that he would meet all the requests put forward and finally he agreed

the vessel to Rio and put the work into the hands of a reputable shipyard. The vessel was

p.t.o.

Opinions, Opinions, and Recommendation.

The machinery of this vessel is not eligible, in my

opinion, if any, is suggested to be made in the fitting out of the vessel's machinery in the Register Book, excepting when the Surveyor and the Surveyor required

make in the records of the vessel's machinery, boilers.

As per provision, i.e. that, for example, as 8.22, 10.22, 12.22, 14.22, 16.22, 18.22, 20.22, 22.22, 24.22, 26.22, 28.22, 30.22, 32.22, 34.22, 36.22, 38.22, 40.22, 42.22, 44.22, 46.22, 48.22, 50.22, 52.22, 54.22, 56.22, 58.22, 60.22, 62.22, 64.22, 66.22, 68.22, 70.22, 72.22, 74.22, 76.22, 78.22, 80.22, 82.22, 84.22, 86.22, 88.22, 90.22, 92.22, 94.22, 96.22, 98.22, 100.22, 102.22, 104.22, 106.22, 108.22, 110.22, 112.22, 114.22, 116.22, 118.22, 120.22, 122.22, 124.22, 126.22, 128.22, 130.22, 132.22, 134.22, 136.22, 138.22, 140.22, 142.22, 144.22, 146.22, 148.22, 150.22, 152.22, 154.22, 156.22, 158.22, 160.22, 162.22, 164.22, 166.22, 168.22, 170.22, 172.22, 174.22, 176.22, 178.22, 180.22, 182.22, 184.22, 186.22, 188.22, 190.22, 192.22, 194.22, 196.22, 198.22, 200.22, 202.22, 204.22, 206.22, 208.22, 210.22, 212.22, 214.22, 216.22, 218.22, 220.22, 222.22, 224.22, 226.22, 228.22, 230.22, 232.22, 234.22, 236.22, 238.22, 240.22, 242.22, 244.22, 246.22, 248.22, 250.22, 252.22, 254.22, 256.22, 258.22, 260.22, 262.22, 264.22, 266.22, 268.22, 270.22, 272.22, 274.22, 276.22, 278.22, 280.22, 282.22, 284.22, 286.22, 288.22, 290.22, 292.22, 294.22, 296.22, 298.22, 300.22, 302.22, 304.22, 306.22, 308.22, 310.22, 312.22, 314.22, 316.22, 318.22, 320.22, 322.22, 324.22, 326.22, 328.22, 330.22, 332.22, 334.22, 336.22, 338.22, 340.22, 342.22, 344.22, 346.22, 348.22, 350.22, 352.22, 354.22, 356.22, 358.22, 360.22, 362.22, 364.22, 366.22, 368.22, 370.22, 372.22, 374.22, 376.22, 378.22, 380.22, 382.22, 384.22, 386.22, 388.22, 390.22, 392.22, 394.22, 396.22, 398.22, 400.22, 402.22, 404.22, 406.22, 408.22, 410.22, 412.22, 414.22, 416.22, 418.22, 420.22, 422.22, 424.22, 426.22, 428.22, 430.22, 432.22, 434.22, 436.22, 438.22, 440.22, 442.22, 444.22, 446.22, 448.22, 450.22, 452.22, 454.22, 456.22, 458.22, 460.22, 462.22, 464.22, 466.22, 468.22, 470.22, 472.22, 474.22, 476.22, 478.22, 480.22, 482.22, 484.22, 486.22, 488.22, 490.22, 492.22, 494.22, 496.22, 498.22, 500.22, 502.22, 504.22, 506.22, 508.22, 510.22, 512.22, 514.22, 516.22, 518.22, 520.22, 522.22, 524.22, 526.22, 528.22, 530.22, 532.22, 534.22, 536.22, 538.22, 540.22, 542.22, 544.22, 546.22, 548.22, 550.22, 552.22, 554.22, 556.22, 558.22, 560.22, 562.22, 564.22, 566.22, 568.22, 570.22, 572.22, 574.22, 576.22, 578.22, 580.22, 582.22, 584.22, 586.22, 588.22, 590.22, 592.22, 594.22, 596.22, 598.22, 600.22, 602.22, 604.22, 606.22, 608.22, 610.22, 612.22, 614.22, 616.22, 618.22, 620.22, 622.22, 624.22, 626.22, 628.22, 630.22, 632.22, 634.22, 636.22, 638.22, 640.22, 642.22, 644.22, 646.22, 648.22, 650.22, 652.22, 654.22, 656.22, 658.22, 660.22, 662.22, 664.22, 666.22, 668.22, 670.22, 672.22, 674.22, 676.22, 678.22, 680.22, 682.22, 684.22, 686.22, 688.22, 690.22, 692.22, 694.22, 696.22, 698.22, 700.22, 702.22, 704.22, 706.22, 708.22, 710.22, 712.22, 714.22, 716.22, 718.22, 720.22, 722.22, 724.22, 726.22, 728.22, 730.22, 732.22, 734.22, 736.22, 738.22, 740.22, 742.22, 744.22, 746.22, 748.22, 750.22, 752.22, 754.22, 756.22, 758.22, 760.22, 762.22, 764.22, 766.22, 768.22, 770.22, 772.22, 774.22, 776.22, 778.22, 780.22, 782.22, 784.22, 786.22, 788.22, 790.22, 792.22, 794.22, 796.22, 798.22, 800.22, 802.22, 804.22, 806.22, 808.22, 810.22, 812.22, 814.22, 816.22, 818.22, 820.22, 822.22, 824.22, 826.22, 828.22, 830.22, 832.22, 834.22, 836.22, 838.22, 840.22, 842.22, 844.22, 846.22, 848.22, 850.22, 852.22, 854.22, 856.22, 858.22, 860.22, 862.22, 864.22, 866.22, 868.22, 870.22, 872.22, 874.22, 876.22, 878.22, 880.22, 882.22, 884.22, 886.22, 888.22, 890.22, 892.22, 894.22, 896.22, 898.22, 900.22, 902.22, 904.22, 906.22, 908.22, 910.22, 912.22, 914.22, 916.22, 918.22, 920.22, 922.22, 924.22, 926.22, 928.22, 930.22, 932.22, 934.22, 936.22, 938.22, 940.22, 942.22, 944.22, 946.22, 948.22, 950.22, 952.22, 954.22, 956.22, 958.22, 960.22, 962.22, 964.22, 966.22, 968.22, 970.22, 972.22, 974.22, 976.22, 978.22, 980.22, 982.22, 984.22, 986.22, 988.22, 990.22, 992.22, 994

brought to this port on the 20th May, examined in drydock and left at anchor pending arrangements being made for the completion of the work to this Society's Requirements. The owners have now written stating that they wish the Class of the vessel to be withdrawn, as per letter to the Secretary from this office dated 11/7/49.

