

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

(Received at London Office TUE. APR. 6 1920)

Date of writing Report March 3 1920 When handed in at Local Office March 3 1920 Port of New York

No. in Book 8299 Survey held at Brooklyn & Arlington St. Date, First Survey 20 Jan Last Survey 16 Feb 1920
(No. of Visits 2)

on the Machinery of the Wood, Iron or Steel S. S. "TOCANTINS" Master

Age { Gross 4113 Vessel built at Sunderland By whom J. Blumenthal & Co. When 1901-4
Net 2685 Engines made at Sunderland By whom J. Dickinson & Sons Ltd When 1901

Registered Horse Power 350 Boilers, when made (Main) 1901 (Donkey) 1901

No. of Main Boilers 2 Owners Lloyd Brasileiro Port R. Janeiro Voyage

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock At S. Paul St. N. Downey's Yd. Arlington St. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Main Pressure 180

No. of Donkey Boilers

Next Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage.

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.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expiring.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100A1. spm dk 679</u>		<u>+L.M.C. 619</u>
<u>es. N.Y.K. N° 3-615</u>		<u>T.S. 619</u>

Where 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? No.

Do. " Donkey " No.
If this was not done, state for what reasons? Not opened up for survey.

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?

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? Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons _____

Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae 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? _____

Damage stated sustained through heavy weather between the 10th & 24th Jan. 1920, while on a voyage from Bordeaux to New York.

Work Done: Air pump opened up, examined & placed in good order.

Damage Repairs.

Air pump bucked with valves rod, head valves & seats renewed.

Air & circulating pump casting re-jointed on main condenser and a number of broken bolts renewed. All main engine holding down bolts overhauled, tightened up & a number of broken bolts renewed. Two additional holding down bolts fitted at after end of foundation.

Wear & Tear Repairs.

Steering engine worm wheel renewed.

General Observations, Opinion, and Recommendation:—

The machinery of this vessel, so far as seen, is in safe working condition and eligible in our opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 28) £ _____

Special Damage or Repair Fee (if any) (per Section 28.) \$50.00

Travelling Expenses (if chargeable) £ _____

Fees applied for 11 Mar. 1920

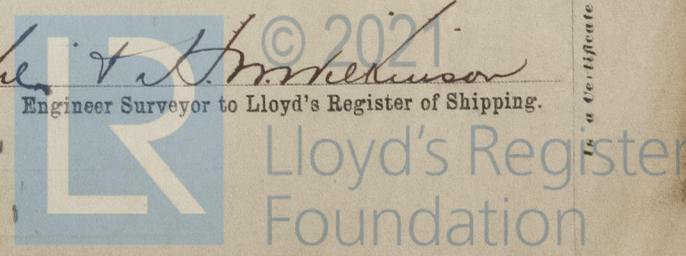
Received by me, [Signature] 19 _____

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York MAR - 9 1920

Assigned As now

FRI. DEC. 10 1920
FRI. JUL. 18 1921
TUE. 3 JAN. 1922
TUE. 17 JAN. 1922



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

If so, to be sent to _____

Damage due to heavy weather.

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.

Air pump etc repaired.

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

subject to the DB not being used. & to the crank shaft being permanently repaired.
16/4/20.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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