

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
 on the Machinery of the Wood, Iron or Steel S. S. "TOCANTINS" Master (No. of Visits 2)
 Gross 4113 Vessel built at Sunderland By whom J. Blumer & 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
 of Main Boilers 2 Owners Lloyd Brasileiro Port R. Janeiro Voyage
 of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Ris 5 Park St. N. Particulars of Classification (which must be inserted
 Main Pressure 180 (State name of Dock.) Downey's Yd. Arlington St. N. precisely as in Register Book & Supplements).
 Donkey Boilers

Last 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.

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 " " "

Was this 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

Has 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.

How 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

(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, 14, 15, &c.)

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.)

Travelling Expenses (if chargeable) £

Fees applied for

11 Mar. 1920

Received by me,

19

Committee's Minute

New York MAR - 9 1920

Assigned

As now

FRI. DEC. 10 1920

FRI. JUL. 28 1921

TUE. 3 JAN. 1922

TUE. 17 JAN. 1922

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Damage due to heavy weather.

Air pump etc repaired.

N.B.—If this Report is copied by Cotyping 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 vessel is eligible to
remain as CLASSED.

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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