Rpt. 9.

No. 4551

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

(Received at London Office 18 JUL 1949)

Date of Arrival 23/6/49 19 When handed in at Local Office 23/6/49 19 Port of Rio de Janeiro

No. in Reg. Book 60929 Survey held at Rio de Janeiro Date. First Survey 9/6/49 Last Survey 23/6/49 (No. of Visits 2 visits)

on the Machinery of the ~~Wood, Iron or~~ Steel steamer "G U A R A P U A V A"

Tonnage Gross 590 Net 293 | Vessel built at Aberdeen By whom J.Duthie Torry SB Co When (Year, Month) 1920 - 2

Nominal Horse Power 88 MN | Engines made at Mdb. By whom Richardsons, Westgarth & Co.Ld. When -

No. of Main Boilers 1SB | Boilers, when made (Main) - (Donkey) -

No. of Donkey Boilers -

Steam Pressure in Main Boilers 180 lb | Owners Emp.Internacional de Transportes Ltda. Owners' Address (If not already recorded in appendix to Register Book.)

in Donkey Boilers - | Managers Port Santos Voyage

If Surveyed Afloat or in Dry Dock -Dry Dock-Ilha das Cobras (State name of Dock.)

Particulars of Classification (which must be inserted as shewn in Register Book & Supplements)

Last Report No. Port	Classification Date of last Survey and of Periodical Survey	Hull Survey	Machinery and Boiler Surveys (including date of N.B. Many)
	✠I00 AI 6,47 ssRio2ndNo.3-2,45		LMC 2,45 BS 6,47 CL 5,47 NBmade96refitted

Particulars of Examination and Repairs (If any) Gen. Exam. and BS

Periodical Surveys, when due, must be reported in detail and seriatim in the terms of the Rules. State clearly the class, if regular, if any, not, in which 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 specially recapitulated at the end of the report. State also the dates and initials of any letters respecting this case. Sec.ltr.11/4/49

In doubtful 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? yes

Donkey " " -

If not, state for what reason -

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 9/6/49

Present condition of tunnel x good

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 180lbs.

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

Is an approved oil retaining appliance fitted at the after end? no State date of examination of Screw Shaft. - State the wear down in the bush last 1/8" Is electric light XXXXXXXX fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? generally

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. The owners state that the vessel will be returned to this port about the end of September next when a complete machinery survey will be carried out. This in accordance with the Secy's letter of the 11th April 1949. Now Dohe. Vessel in drydock.

Boiler examined in-ternallly and externally complete with safety valves, doors and mountings. Boiler examined under steam and the safety valves adjusted to the above stated pressure. The owners representative and the C/Engineer state that the machinery is giving satisfactory service. This was examined generally without opening up. The electrical installation examined generally and megger tested satisfactorily. Examined the propeller and outside fastenings of underwater fittings.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible, in my opinion, to be continued as classed with fresh record of BS 6.49, subject to the complete machinery survey being commenced before the end of October 1949.

(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 record of the vessel's machinery, boilers, working pressures, &c., that, for example, 88 N.H. becomes 3,000 or 2,000 I.H.P. 180 lb. P.S. &c.)

Survey Fee (per Section 29) Gen. Exam. BS ✠1.200,00 | Fees applied for 23/6/49

Special Damage or Repair Fee (if any) (per Section 30) | Received by me, 19

Travelling expenses (if prospective) 50,00

FRI. 22 JUL 1949

Committee's Minute

Assigned

W. Caldwell

Engineer Surveyor to Lloyd's Register of Shipping.

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

Is a Certificate required? If so, to be sent to

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