

Rpt. 8.

WRECK SECTION

No. 553.

(Received at London Office

7 JUN 1948

No. 4283

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 10th May 48 When handed in at Local Office 10th May 48 Port of Rio de Janeiro  
No. in Survey held at Rio de Janeiro Date, First Survey 5/5/48 Last Survey 8/5 19 48  
Reg. Book. 24956 on the Wood/Iron/Steel S/S "GUARAREMA" (No. of Visits.....)TONNAGE : Built at Ardrossan By whom Ardrossan D.D. & S.B.Co. When 1919 - 2  
GROSS 548 Owners Empresa Internacional de Trans- Owners' Address  
UNDER DK. 359 portes Ltda. (If not already recorded in Appendix to Register Book).  
NET 279 Managers Port belonging to Rio de JaneiroSurveyed Afloat or in Dry Dock? Drydock Name of Dock Ilha Santa Cruz Destined Voyage  
Cell/Dor/Dba feet; uE & B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.  
Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 11863 Port 2A

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and Items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In 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 to whom and why they were declined

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part S.S.

Vessel in drydock. Bottom and rudder cleaned, examined and recoated. Rudder lifted. Anchors and cables examined and ranged in drydock. Chain locker examined, fore and aft peak tanks examined internally and tested to Rule Requirements. Fore peak space examined. No 2 Hold scaled, examined and recoated (in way of side wood ceiling only). Steering gear (not engine) examined with rods, chains etc.

Examined decks, hatches, hatchways, ventilators and coamings, deck openings, general equipment and windlass.

To complete S.S. The Owners state that new Diesel machinery will be installed in the vessel about June next, in Santos, when the remainder of the Survey will be carried out.

P.T.O.

SUMMARY OF DAMAGE REPAIRS :—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :—
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								

## PRESENT CONDITION OF THE

Decks good	Bulkheads -	Engine Room Skylights good	Copper, or Y.M. (State if on Felt.)
Caulking of Decks good	Celling -	Coal Bunkers, Openings, Covers, &c. -	When fitted, Month Year
Coamings good	Cement or Asphalt -	Oil Bunkers -	Boats good
Beams & Fastenings -	Rudder good	Scuppers -	Masts, Yards, &c. good
Outside Plating good	Steering gear and its connections good	Cargo Hatchways good	Condition, how ascertained (State if wedges removed.)
" " in way of sidelights -	Windlass good	Hatches good	Equipment letter 8
Frames as stated - good	Have pumps been examined and found efficient? no	Planking -	Anchors, No. of 4
Reverse Frames -	Have Sluice Valves been examined and found efficient? -	Caulking -	Cables (State if now ranged) yes
Longitudinals -	Have Watertight Doors been examined and found efficient? -	Treenails -	" length 165fms mean diamr 1 1/16
Transverses -	Have Ventilators and their Coamings been examined and found efficient? yes	Breasthooks & Stems -	" Rule length 165fms size 1 1/16
Floors -	Air and Sounding Pipes -	Transoms, Pointers & Crutches -	Chain Locker good
Keelsons -	Doubling Plates under Sounding Pipes -	Timbers of Frame at openings -	Hawsers & Warps stated complete
Stringers -		" " at other places -	Standing and Running Rigging good
Inner Bottom Plating -		Stringers, Clamps & Shelves -	Sails -
Have the Tanks been examined internally? yes		Salting (State if examined.)	
Have the Tanks been tested? yes			

## General Observations, Opinion as to Class, Recommendation, &amp;c. :—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example :— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is eligible, in my opinion, to be continued as classed with fresh record of docking 5,48 and the Notation of S.S. with port and date when the major portion of the survey has been carried out.

Survey Fee (per Section 29) Part S.S. £ 2,000,00 Fees applied for, 10/5 1948  
Special Damage or Repair Fee (if any) (per Sec. 29) £ 50,00 Received by me, 19  
Travelling Expenses (if chargeable) £  
Second Surveyor's Fee (if any) £

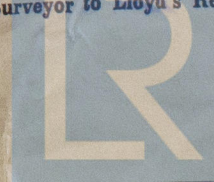
Committee's Minute

Character Assigned

WED. 23 JUN 1948

5,48 Rio

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Is Certificate required? If so, to be sent to

W1032-0082



The following shell plates doubled (locally thin), secured by E.W. and riveting:-

p.s. ( " " ) "A" strake No 4 and (from for'd.) "B" 2.

other shell rivets throughout bottom of vessel built up by E.W.

plates fitted from toe to toe of gunwale and hatch coaming angles. Bulwark rails

All rudder pintles and bushes renewed. All sheaves and pulleys overhauled, rebushed and

result. The ink is carried by Copying Press special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to slow through to the other side.

## ANCHORS.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]