

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

(Received at London Office)

-1 MAY 1929

Date of writing Report 19 When handed in at Local Office 19 Port of Bahia

No. in Reg. Book. 4232 Survey held at Bahia Date, First Survey March 22 Last Survey March 22 1929

on the Machinery of the Vessel, Iron or Steel *Itapagipe* (No. of Vessel One)

Tonnage { Gross 50 Net 4 Vessel built at Rotterdam By whom Mach. Fab. Delfshaven When 1910-3

Nominal Horse Power 27 Engines made at Rotterdam By whom Mach. Fab. Delfshaven When 1910

No. of Main Boilers 1 Boilers, when made (Main) 1910 (Donkey) "

No. of Donkey Boilers 4 Owners Soc. de Construction du Port de Bahia Owners' Address (If not already recorded in Appendix to Register Book)

Steam Pressure in Main Boilers 146 lb. Managers Port Bahia Voyage

in Donkey Boilers 4 If Surveyed Afloat or in Dry Dock On beach at Santa Lucia S-5

Particulars of Classification (which must be precisely as in Register Book & Supplement)

Last Report No. 376 Port Bahia

Particulars of Examination and Repairs (if any)

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 dates and initials of any letters respecting this.

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 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

Do. " Donkey " " "

If this was not done, state for what reasons?

CHARACTER: Is for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned for next survey.	Machinery and Boiler (including details of N.B., if any).
+100A1		11.27
For towing purposes		11.27
Bah		11.27
22 Feb 3-12.22		
22 Feb 1-27		

and what parts of the Boilers could not be thus thoroughly examined? All parts were examined

Also 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? Yes To what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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 Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? No, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the end of the shaft to permit of it being efficient?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the end of the shaft to permit of it being efficient?

State the distance between lignum vitae or bearing metal 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? Complete

The vessel is laid up on beach on blocks, at Santa Lucia.

The boiler was emptied of water and all manhole doors, bridges removed and a thorough examination was made, internally.

All parts of the boiler were examined. Internally I found shell at bottom, under the furnaces, extending the whole length and up to about 3ft on each side, pitted badly. The top plates are pitted badly. The front end plate around the bottom manhole is pitted to a considerable extent. Several of the fire box stays are loose. Tubes are in a fair condition.

I recommend that the boiler be taken out and that the bottom plate up to 3ft 6" on each side be renewed. The furnaces to be renewed. The fire box to be renewed. The front end plate in way of bottom manhole to be renewed.

General Observations, Opinion, and Recommendation:—

(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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, E.C.R.S. 9, 140 lb., F.D., &c.)

This vessel's boiler is now in a bad condition, I'm my opinion, not eligible to remain as classed.

Survey Fee (per Section 28).....	£ 3 : 3 : -	Fees applied for April 1929	£ 10
Special Damage or Repair Fee (if any) (per Section 28.).....	£ : : -	Received by me, 19	
Travelling Expenses (if chargeable).....	£ : : -		

Committee's Minute, TUE 14 MAY 1929

Assigned As now, subject

W1108-0169

FRI 17 MAY 1929

Edwin Brinkley

Lloyd's Register Foundation



not so much damped as to spread the ink, or to cause it to show through to the other side

to be removed. The paper notes and all appendages to put in good condition.  
When these repairs have been carried out, and before the report is again placed in communication, the latter be submitted to a general communication.

Edwin Griffiths M.E.

General Comm.  
Thursday 23<sup>rd</sup> May 1929.  
Classing Committee's  
decision confirmed

AS

RETAIL

RETAIL

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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as  
satisfactory  
not in.  
②  
8/5/29  
Delete n.b.  
Pressure