

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

(Received at London Office)

25 MAR 1942

of writing Report 29th Dec 1941 When handed in at Local Office 19 Port of Rio de Janeiro

Survey held at Rio de Janeiro Date First Survey Dec 3rd 1941 Last Survey Dec 18th 1941
 (No. of Visits 23)

on the Machinery of the Wood, Iron or Steel of the "ARABUTAN" & "CARRERA" Year. Month.

Gross 787^{ft} Vessel built at Alameda, Cal By whom Union Iron Works Co. When 1917-9
 Net 6019 Engines made at San Francisco By whom Union Iron Works Co. When 1917

Boilers, when made (Main) 1917 (Donkey) ✓

Main Boilers J.S.B. Owners Pedro Brando Owners' Address Avenida Rodrigues Alves 303/31, Rio
 (if not already recorded in Appendix to Register Book)

Donkey Boilers ✓ Managers Lloyd National Ste Assoc Port Rio de Janeiro Voyage U.S.A via Santa

Pressure in Boilers 220 lbs If Surveyed Afloat ✓ in Dry Dock Ilha de Triana - Floating
 (State name of Dock.) dock

Key Boilers ✓

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

CHARACTER for Special Survey and of Date of last Survey and of Periodical Surveys.	Years assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
5-32		
5-5 Gen No 3	11-23	
5-5 Gen No 2	32	
Fitted for oil fuel F.P. above 150° C.		
Stranded 6-32 - Reflooded.		

Report No. 2343 Port Rio de Janeiro
Particulars of Examination and Repairs (if any) Reclassification 5-5 21-1 No 3

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case. H. 19/2/41. E. 21/5/41

Age cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined. ✓

Damage report made by anyone else? If so, by whom? Damage report dated 23rd August 1937.

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes.

Donkey " " " " ✓

As not done, state for what reasons ✓

Parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

Last date of internal examination of each boiler All on 5th Dec 1941 Present condition of funnel new.

Surveyor examine the Safety Valves of the Main Boiler? yes. To what pressure were they afterwards adjusted under steam? 220 lbs.

Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes. and of the Donkey Boilers? ✓

Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Surveyor examine all the mountings of the Main Boilers? yes. and of the Donkey Boilers? ✓

Screw shaft now been drawn and examined? yes. Is it fitted with continuous liner? yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Do.

Shaft now been changed? no. If so, state reasons ✓

Shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Date of examination of Screw Shaft 3rd Sept 1941 State the distance between lignum vitae or heating metal of stern bush and top of after bearing of screw shaft Revised.

Machine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted yes.

Surveyor examine the generators, motors, switchgear, cables and fuses? yes.

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Examined the main boiler internally and externally (topping removed) and all mountings, also all cylinders, pistons, rods, valves and casings, pumps, condenser, sea and high valves, pumping arrangements and connections, thrust, hull and screw shaft, propeller, stern bush and fastenings, also the auxiliary machinery, condenser, electric generators and dynamos, together with the electric cables, fittings, distribution etc., a muffled test being made on all circuits throughout the ship, and all found as now placed in order. The steam pipes above 3" dia removed to shops and tested in accordance with the Rules. Safety valves of all boilers afterwards adjusted under steam. and manholes. Boilers. All plain tubes in each boiler removed. The lower portion in each boiler was removed for convenience of repairs and cleaning, and on examination the boiler was found in general good condition the exception of the plain tubes. The replater throughout was washed due to weather, and have worn P.T.O.

General Observations, Opinion, and Recommendation:—

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, L.M.C. 9, 11, or R.L.M.C. 140 lb., F.D., &c.)

Boiler machinery is now in good order, eligible in my opinion to be re-installed as formerly with record of L.M.C. 12-11.

(per Section 20) £ 8,000.000. Fees applied for 18th Dec 1941

Age or Repair Fee (if any) £ : Received by me, 19

Expenses (if chargeable) £ 1,500.000.

Committee's Minute TUE. 21 APR 1942

Ed. F. Lamb, 12.41

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Engineer Surveyor to Lloyd's Register of Shipping.



W4-0067

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

Is a Certificate required? If so, to be sent to yes, to this office

"ARABUTAN" is "CAPRERA"

removed. All new upright tube plates made and fitted, together with new tubes for same, and new joints made and fitted. The boilers were formerly fitted with superheaters, but as new material not being available for renewal of the elements, this has been dispensed with, and all superheater fittings and piping have been removed. The furnace fronts (burning) have been repaired and reconditioned, and the oil burning installation, pumps, nozzles, heaters, pressure piping and connections, all opened out, examined, reconditioned throughout and placed in good order. The boilers were water tested to 300 lbs after repairs, found satisfactory. Safety valves adjusted under steam; when the oil burning installation was examined under running conditions and found in good order. The fan engines have been reconditioned, and boiler and steam piping relagged.

The H.P. valve chest has been cleaned up true, and new rings fitted to the valve.

L.P. piston rod found bent, has been renewed, also a spare rod for same. Satisfactory leakage tests were obtained from the fittings. The main condenser tubes have been entirely renewed, and some water tested. The auxiliary condenser tube plates and tubes renewed.

Independent pumps were removed to the shops, reconditioned, and replaced.

Electric installation: Both turbo generators opened out and reconditioned. The cables, wiring, battery boxes etc throughout the ship has been renewed, and inspected.

On completion of the repairs the vessel was taken for trials in the bay, where the main auxiliary machinery, and the electric installation were tested under working conditions and found satisfactory.

Open jaw on back couples with requirements and is in excess of same.

Amo.



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Reclassing

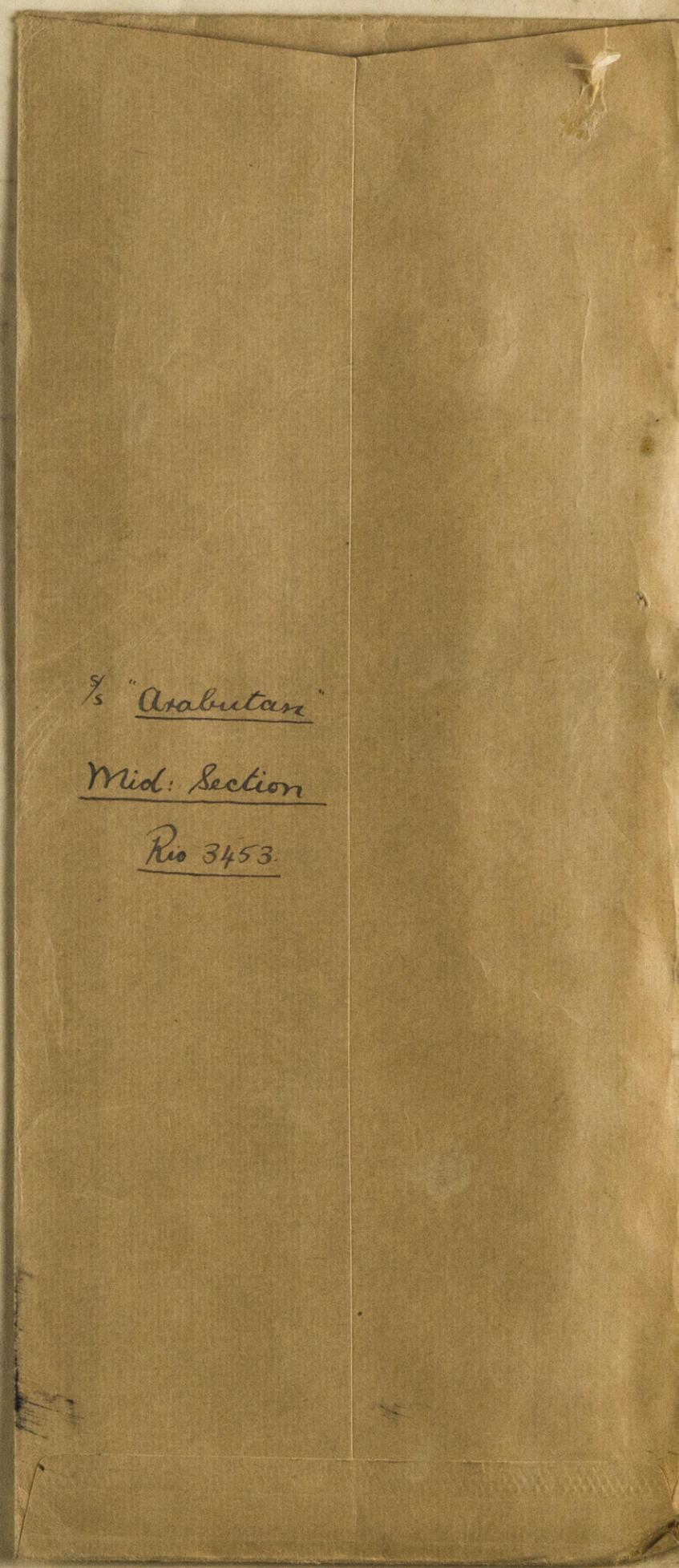
Machinery examined
throughout & several repairs
effected

It is submitted that
this vessel is eligible for
THE RECORD, File No. 1241

1941.

(Subsequently sunk)

DM
17/4/42



1/2 "Arabutan"

Mid: Section

Rio 3453.



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