

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 20 May 1923 When handed in at Local Office 19 Port of HAMBURG

No. in Survey held at HAMBURG Date, First Survey 9 APRIL Last Survey 16 APRIL 1923
Reg. Book. (No. of Visits 6)

56193 on the Wood, Iron or Steel TWIN SC. SR. "GAXIAS" Master —

TONNAGE:— Built at VEGESACK By whom BREMER VULCAN When 1913 YEAR. MONTH.

GROSS 9791 Owners REQUIS. by the BRAZILIAN GOVERNMENT Port belonging to R. JANEIRO

UNDER DK. 8433 Owners' Address —

NET 6172 (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? YES Name of Dock VULCANWERKE Destined Voyage BRAZIL

WB=CellDBorDBa feet; uE&B feet; f feet; } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

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

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. — Port —

(Periodical Surveys, when held, must be reported in detail and seriatim 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 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. H.L.S. 5.23)

| CHARACTER. * for Special Survey. Date of Last Survey and of Periodical Surveys. | Years A now expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|------------------------------------------------------------------------------------------|-------------------------------|----------------------------------------------------------------------|
| <u>HAM. 11.21</u> | | <u>06</u> |
| <u>Six months Certif.</u> | | |

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

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? certific. attached! Was a damage report made by anyone else? If so, by whom? —

REPAIRS, OR EXAMINATION AS PER RULE, FOR Clearing:

The vessel placed in dry-dock, the bottom cleared, examined Keel, Stem, Stem-post and Outside-plating carefully found now in good condition and the bottom recast. The Rudder examined and found satisfactory. - The holds throughout and peaks cleared, ceiling removed from tank tops & bilges and plating exposed in way of side-lights, examined framing & plating, stringers & bulkheads, beams & connections and found all these parts coated in good condition. It was not necessary in my opinion to drill the plating. All coal-bunkers cleared, ceiling removed from tank tops & bilges, examined framings and plating found all coated (partly now bitumastic) in good order. - Engine & Boiler spaces and bilges cleared, examined framing & plating, seatings & bearers found all coated in good condition, partly now. - See continuation:

| SUMMARY OF DAMAGE REPAIRS:— | Plates. | Frames. | E. Frames. | Floors. | Beams. | Str. Plates. | Dk. Plates. | Other Items:— |
|--------------------------------------|---------|---------|------------|---------|--------|--------------|-------------|---------------|
| Renewed | | | | | | | | |
| Removed and Faird or Repaired | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Faird or Repaired in place | | | | | | | | |

| PRESENT CONDITION OF THE | | | |
|---------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------|----------------------------------------------------------------------------|
| Decks <u>good</u> | State if Tanks have been examined inside <u>yes</u> | Dblng. Plates under Sounding Pipes <u>good</u> | Copper, or Y.M. of Wood Vessels (State if on felt.) When put on Month Year |
| Caulking of Decks <u>—</u> | State if Tanks now tested <u>yes</u> | Engine Room Skylights <u>—</u> | Boats <u>good</u> |
| Waterways <u>—</u> | Bulkheads <u>good</u> | Coal Bunkers, Open'gs, Lids, &c. <u>—</u> | Masts, Yards, &c. <u>—</u> |
| Coamings <u>—</u> | Ceiling <u>—</u> | Scuppers <u>—</u> | Condition, how ascertained <u>examined</u> |
| Beams & Fastenings <u>—</u> | Cement or Asphalt (State which.) <u>—</u> | Cargo Hatchways <u>—</u> | (State if wedges removed) <u>yes</u> |
| Outside Plating <u>—</u> | Rudder <u>—</u> | Hatches <u>—</u> | Sails <u>—</u> |
| Caulking of ditto <u>—</u> | Steering gear and its connections <u>—</u> | Planking of Wood Vessels <u>—</u> | Equipment letter <u>—</u> |
| Rivets <u>—</u> | Windlass <u>—</u> | Caulking ditto <u>—</u> | Anchors, No. of <u>33-18-1K.</u> |
| Breasthooks & Crutches <u>—</u> | Have Pumps now been examined and found efficient? <u>yes</u> | Treenails ditto <u>—</u> | Cables (State if now ranged) <u>yes</u> |
| Transoms <u>—</u> | Have Sluice Valves now been examined and found efficient? <u>yes</u> | Breasthooks & Stemson ditto <u>—</u> | length <u>300 fms</u> size <u>2 9/16</u> |
| Frames <u>—</u> | Have Watertight Doors now been examined and found efficient? <u>yes</u> | Timbers of Frame at openings ditto <u>—</u> | (on board) Rule length size |
| Reverse Frames <u>—</u> | Have Ventilators and their Coamings been examined and found efficient? <u>yes</u> | Ditto ditto at other places ditto <u>—</u> | Hawser & Warps <u>complete</u> |
| Floors <u>—</u> | | Stringers, Clamps & Shelves ditto <u>—</u> | Standing & Running Rigging <u>good.</u> |
| Keelsons <u>—</u> | | Salting ditto (State if examined.) <u>—</u> | |
| Stringers <u>—</u> | | | |
| Inner Bottom Plating <u>—</u> | | | |

General Observations, Opinion as to Class, Recommendation, &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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

This vessel now appears to be in a sound and efficient condition shippable in my opinion to be classed in the Society's Register Book with record of Survey 5.23 HAM. providing the Committee consider the Scantlings and Arrangements as fulfilling the Requirements of the Rules, subject to any conditions they may require.

| Survey Fee (per Section 28) | Special Damage or Repair Fee (if any) (per Sec. 29) | Travelling Expenses (if chargeable) | Second Surveyor's Fee (if any) | Fees applied for, | Received by me, |
|-----------------------------|-----------------------------------------------------|-------------------------------------|--------------------------------|-------------------|-----------------|
| £ | £ | £ | £ | 19 | 19 |

Committee's Minute TUE. 11 MAR. 1924

Character Assigned See Ham. Rpt 15825

Surveyor to Lloyd's Register of Shipping.

L. Stiers

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W602-0019 1/2

To Certificate required? If so, to be sent to The Owners, yes!

N.B.—If this Report is copied 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 show through to the other side.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

| Number of Certificate. | — Anchors # | WEIGHT, EX STOCK. | | | WEIGHT OF STOCK. | | | TEST, PER CERTIFICATE. | | | WEIGHT REQUIRED by TABLE 30 or 31. | | | Description of Anchor. | Makers. | Where and when tested Superintendent. |
|------------------------|--------------------|-------------------|------|------|------------------|------|------|------------------------|-------|------|------------------------------------|-------|------|------------------------|---------|---------------------------------------|
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons. | Cwts. | qrs. | lbs. | Cwts. | qrs. | | | |
| 69146 | 1st Bower | 4250 lb. | | | | | | | | | | | | | | |
| 69147 | 2nd " | 4250 lb. | | | | | | | | | | | | | | |
| 69154 | 3rd " | 4250 lb. | | | | | | | | | | | | | | |
| | Collective Weight. | | | | | | | | | | | | | | | |
| 68968 | Stream | 1150 lb. | | | | | | | | | | | | | | |
| 69112 | Kedge | 750 lb. | | | | | | | | | | | | | | |

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

CHAIN CABLES.

| Number of Certificate. | Length and size supplied. | | Test per Certificate. | | WEIGHT OF CHAIN CABLE. | | | | Length and size per Table 30 or 31. | | Description. | Makers of Cables. | When and where tested Superintendent. | |
|------------------------------------|---------------------------|--------|-----------------------|-----------|------------------------|---------------------|-------|---------|-------------------------------------|-------|--------------|-------------------|---------------------------------------|-------|
| | Length. | Diam. | Statutory. | Breaking. | Supplied. | Per Table 30 or 31. | | Length. | Diam. | | | | | |
| | | | | | | Fathoms. | Inch. | | | Tons. | | | | Tons. |
| ? | 300 | 2 9/16 | | | | | | | | | | | | |
| Iron Stream Chain or Steel Wire... | | | | | | | | | | | | | | |

As the certificates for Anchors & Chain-cables are lost during the war times, and due to shortness of time only weight and numbers of Anchors could be ascertained. —
 Anchors & cables are British made. — *L. J. J. J.*

Surveyor's Signature



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—5c, 9, 20.

STEEL TWIN SC. SR. "CAXIAS."

The double bottom tanks throughout also fore & after peak tanks
 examined inside floors, framing & cement found all in good
 order; cement washed in way of folds and in peaks and bilge keels in
 boiler tanks. - All the above tanks & peaks filled and tested and
 tight. - Decks examined found all in good order. - Hatchways, webs,
 keels and latches in position, also ventilators & all coamings exam-
 ined & found all satisfactory. - Anchors examined, cables
 and 3 Bowers, 1 Stream & 1 Hedge and 300 fathoms of 2 9/16"
 chain-cable in good condition. - Masts and Rigging exami-
 ned, masts removed and rigging stripped bare at snips & bends and
 blocks & screws overhauled found all satisfactory. - Steering-
 gear, all connections, handgear, windlass, pumps, water-
 pipes, air & sounding-pipes with doubling plates examined
 and found in good condition. General Equipment satisfactory. -

Indents in shell plating on port side in E-F strakes in
 fore hold faired in place. On starb. side in E-F strake No. 6
 in way of faired in place, also in G strake in way of Engine
 room several indents faired in place and started rivets in
 the indents renewed. - Part of ceiling renewed, hatches repaired,
 and repairs on deck now carried out, all in good condition.

L. Priess.

Information: One Transverse Section and Longitudinal plan attached.
 The frames in way of forward tanks are double, and extra Intercoastals
 fitted. - The stringer in fore hold is connected with a 5'-0" keel to the collision
 bulkhead and no signs of painting weakness found. - In way of all
 frames & solid intercoastals fitted, and no signs of deformations.
 The bulkheads are 6' 8" x 3 1/2" x 14 and 5' 6" x 3" x 10 and 4' 5" x 3" x 10
 in part. The windlass is from Atlas Werke Bremen 260 x 350. -

Pumps on board. 1 Stone 410 x 410. 1 Hand 90 x 200. 1 Hand 75 x 75.
 The water mark on ship's sides is 3.22 m. Bulk line 75 mm above
 deck plate. 19 cm above centre F.W. and 18 cm below centre W. -
 The drawings have been compared with the Transverse Section attached
 and conform therewith. -

L. Priess.

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