

MON. MAY. 28 1923

No. 15481

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

YEAR. MONTH.

When 1913 -

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

Owners' Address

(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;

total capacity tons. FPT tons; APT tons; MT tons.

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 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 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. 18. 5. 23.

Society's Freeboard (if assigned) as painted on Ship and now verified

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? Certificate 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-port

and Outside-plating carefully found now in good condition and the bottom recoated.

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, exami-

ned 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 & bearings 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 Faired or Repaired

Faired or Repaired in place

PRESENT CONDITION OF THE

Decks good

Caulking of Decks

Waterways

Coamings

Beams & Fastenings

Outside Plating

Caulking of ditto

Rivets

Breasthooks & Crutches

Transoms

Frames

Reverse Frames

Floors

Keelsons

Stringers

Inner Bottom Plating

State if Tanks have been examined inside yes

State if Tanks now tested yes

Bulkheads good

Ceiling

Cement or Asphalt

(State which.)

Rudder

Steering gear and its connections

Windlass

Have Pumps now been examined and found effi-

cient? yes

Have Sluice Valves now been examined and found

efficient? yes

Have Watertight Doors now been examined and found

efficient? yes

Have Ventilators and their Coamings been examined

and found efficient? yes

Dblig. Plates under Sounding Pipes good

Engine Room Skylights

Coal Bunkers, Open'gs, Lids, &c.

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking ditto

Trepanails ditto

Breasthooks & Stemson ditto

Transoms, Pointers, & Crutches ditto

Timbers of Frame at openings ditto

Ditto ditto at other places ditto

Stringers, Clamps & Shells ditto

Salting ditto

(State if examined.)

Copper, or Y.M. of Wood Vessels

(State if on belt.)

When put on Month Year

Boats good

Masts, Yards, &c.

Condition, how ascertained examined

(State if wedges removed) yes

Sails

Equipment letter

Anchors, No. of 33-18-1K.

Cables (State if now ranged) yes

length 300 fms size 2 9/16.

(on board)

Rule length size

Hawser & Warps complete

Standing & Running Rigging good.

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

eligible 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, 19

Received by me, 19

Committee's Minute

Character Assigned See Ham. Rpt 15825

TUE. 11 MAR. 1924

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register

Foundation

W602-0019 1/2

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened 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.	lbs.			
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.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
2	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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STEEL TWIN SC. SR. "CAXIAS."

The double bottom tanks throughout also fore & after peak tanks
 out, examined inside floors, framing & cement found all in good
 in; cement washed in way of holds and in peaks and bilge tanks in
 Boiler tanks. - All the above tanks & peaks filled and tested and
 tight. - Decks examined found all in good order. - Hatchways, webs,
 keel and lathe in position, also ventilators & all coamings ex-
 amined & found all satisfactory. - Anchors examined, cables
 and 3 Bowers, 1 Stream & 1 Hedge and 300 fathoms of $2\frac{9}{16}$ "
 chain-cable in good condition. - Masts and Rigging exami-
 ned removed and rigging stripped bare at masts & heads and
 blocks & screws overhauled found all satisfactory. - Steering-
 gear all connections, hand gear, windlass, pumps, water-
 pipes, air & sounding-pipes with doubling plates examined
 in good condition. General Equipment satisfactory. -

Indents in shell plating on port side in E & F strakes in
 No 3 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. Pries.

Information: One Transverse Section and Longitudinal plan attached.
 in frames in way of forward tanks are double, and extra Intercoastals
 1. - The stringer in fore hold is connected with a 5'-0" keel to the collision
 and no signs of painting weakness found. - In way of all
 found solid intercoastals fitted, and no signs of deformations.
 of the bulkheads are $6' 8 \times 3\frac{1}{2} \times 14$ and $5' 6 \times 3 \times 10$ and $4' 5 \times 3 \times 10$
 part. The windlass is from Atlas Werke Bremen 260×350 . -
 Pumps on board. 1 Stone 110×110 . 1 Hand 90×200 . 1 Hand 75×75 .
 and now marked on ship's sides is 3.22 m. Bulk line $75\frac{1}{2}$ m above
 plate. 19 cm above centre Fw and 18 cm below centre W. -
 drawings have been compared with the Transverse Section attached
 and conform therewith. -

L. Pries.