

REPORT OF SURVEY FOR REPAIRS, &c

Date of writing Report 14th April 47

When handed in at Local Office 14th April 47

Port of Rio de Janeiro

No. in Survey held at Rio de Janeiro

Date First Survey 19/3/47

Last Survey 14/4

19 47

Reg. No. 24985 on the Vessel, M/V Steel S/S "GUARARA"

TONNAGE :-

GROSS 483

UNDER DECK 335

NET 191

Built at Appledore

By whom R. Cock & Sons Ltd.

When 1919

1

Owners Empresa Internacional de Transportes

Ltda.

(If not already recorded in Appendix to Register Book)

Managers

Port belonging to Rio de Janeiro

Surveyed Afloat or in Dry Dock? Drydock

Name of Dock

Toc-Toc

Destined Voyage

Cell/Dor/Dba feet; uE & B feet; f feet
total capacity tons. FPA 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. 10988

Port

JA

Particulars of Classification as per Register Book & Supplement

CHARACTER

* For Special Survey:
Date of last Survey and of
Periodical Survey.

10041 2,45

LMC 2,45

ss Rio 2nd No 3-2,45

V.S. CL 9,44

bargo battens not fitted

Periodical Surveys, when held, must be reported in detail and in the forms 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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition.

How Done:- Vessel on slipway, bottom and rudder cleaned, examined and recoated. Rudder lifted.

Decks, openings, hatches and hatchways, ventilators and coamings, windlass, steering gear and general equipment examined. Cables examined and (ranged)

Repairs for Wear and Tear. The following shell plates found thin have now been dealt with as stated:- (Nos. from for'd)

P.S. "C" strake No. 3 plate renewed. No. 10 plate cropped and part renewed.

"D" strake Nos. 3, 4, 5, 9 and 10 plates renewed.

S.S. "C" strake No. 3 cropped and part renewed. No. 4 renewed.

"D" strake Nos. 4, 8 and 9 renewed.

P.S. of boiler room. Main frame aft of side bunker cropped and part renewed with butt

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items
Renewed ...								P.T.O.
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper or V.M.
Decks good	-	good	(State if on Feil.)
Caulking of Decks good	Ceiling -	Coal Bunkers, Openings, Covers, &c. good	When fitted, Month
Coamings good	Cement or Asphalt -	Oil Bunkers -	
Beams & Fastenings -	Rudder good	Scuppers -	good
Inside Plating good	Steering gear and its connections good	Cargo Hatchways good	good
" " in way of sidelights -	Windlass good	Hatches good	Condition, how ascertained from deck
Frames as stated	Have pumps been examined and found efficient? no	Planking -	(State if wedges removed.)
Transverse Frames -	Have Stiffie Valves been examined and found efficient? -	Caulking -	Equipment letter g
Longitudinals -	Have Watertight Doors been examined and found efficient? no	Treenails -	Anchors, No. of 3b, 1s
Transverses -	Have Ventilators and their Coamings been examined and found efficient? yes	Breasthooks & Stemson -	Cables (State if any ranged) yes
Ports -	Air and Sounding Pipes -	Transoms, Pointers & Crutches -	" length 165 fms main diam. 1 1/32"
Belsons -	Doubling Plates under Sounding Pipes -	Timbers of Frame at openings -	" Rule length 165 fms 1 1/16"
Fingers -		" " at other places -	" Rule length 165 fms 1 1/16"
Inner Bottom Plating -		Stringers, Clamps & Shelves -	Chair Ladder -
Have the Tanks been examined internally? no		Salting (State if examined.) -	Have the Tanks been examined internally? no
Have the Tanks been tested? no			Standing and 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 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 4,47, subject to the Main Frames in Hold and Boiler Room Spaces being dealt with at the Special Survey.

Survey Fee (per Section 29) :

Fees applied for,

Special Damage or Repair Fee (Condition) Cr\$ 4.500,00

14/4/47

Travelling Expenses (if chargeable) 700,00

Received by me,

Second Surveyor's Fee (if any)

19

Committee's Minute

FRI. 13 JUN 1947

Character Assigned

4.47 Rio subject (H)

1.3.47

13.4.47

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

straps.

Aft hatchway s.s. coming heated and faired.

12 hatch covers renewed.

Rudder gudgeons rebushed and pintles renewed.

Steering rods and chain gear overhauled; chain wheel pins renewed.

Note:- The main frames in holds and boiler room, while still efficient, are reduced in thickness, and it is recommended they be dealt with at the next Special Survey.

It is a common error to suppose that the corvix 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.	Anchor.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge																

If Patent state name of Patentee.

In Socials state Mechanical Test.

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

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.