

(Received at London Office) TUE. 17 JUL 1923

Date of writing Report June 28 1923 When handed in at Local Office 19 Port of Havana

No. in Reg. Book. 40702 13978 Survey held at Havana Date, First Survey June 21 Last Survey June 27 1923 (No. of Visits Four)

on the Machinery of the Wood, Iron or Steel M. S. Rapido (late Bacardi 1)

Tonnage { Gross 449 Net 248 Vessel built at Bordeaux By whom Atel. de la Marit. du Sud Ouest When 1919/20

Registered { 82 Engines made at Paris By whom Soc. de la Mecanique When 1919/20

Horse Power { 82 Boilers, when made (Main) (Donkey) no record

No. of Main Boilers 1 Owners Empresa Naviera de Cuba Port Havana Voyage Boasting

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Both

Steam Pressure in Main Boilers in Donkey Boilers 90 (State name of Dock.) Havana Marine P.M.

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

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Years and Months since last Survey.	Machinery and Boiler Surveys (including date of N.B., if any).
A. 1. Boasting greater Antilles and Key West with fuelboard 1-2/		L M C 4-23 75/21 OIL ENGINE

Last Report No. 27 Port Havana

Particulars of Examination and Repairs (if any) Tail shaft

(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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

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?

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

Do. " Donkey " " "

this was not done, state for what reasons?

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

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?

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

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

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boiler?

the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

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

the screw shaft now been drawn and examined? yes Is it fitted with continuous liner? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

the shaft now been changed? no If so, state reasons

the shaft now fitted new? no Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/8"

the Survey is not complete state what arrangements have been made for its completion and what remains to be done? complete

The forward liner on the tail shaft has been removed, shafting in good condition, new liner made, shrunk on and pinned.

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

The tail shaft is now in good condition and in my opinion is eligible to remain as classed with fresh record "Tail shaft seen" 6-23

Fees applied for June 28 1923

Received by me, July 3 1923

Committee's Minute

signed As now subject

Lloyd's Register of Shipping

Limit on, no shift expires 10/23
Shift command & forward liner
owed.

N.B. - If this Report is copied by Copying Press, especial 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.

It is submitted that
this vessel is eligible to
remain as CLASSED. Subject to the
trailer being not being used
until the scantlings have been
forwarded to the Office & a safe
w. assigned. But
without special instruction
in the shift

5.6.23

23/7/23

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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