

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

Date of writing Report 31.8.46. When handed in at Local Office 2.9.46. Port of SANTOS, Brazil.

No. in Reg. Book. Survey held at SANTOS. Date. First Survey 21.8.46. Last Survey 30.8.46. 19 (No. of Visits LMO)

on the Machinery of the Wood, Iron or Steel Brazilian steamer "GUARAPUAVA"

Tonnage (Gross 590 Net 293) Vessel built at Aberdeen. By whom J. Duthie Torry S.B.Co. Year 1920 Month 2nd. Engines made at Mdb. By whom Richardsons Westgarth & Co. Ltd. When 1896 refitted 20. Owners Empresa Internacional de Transportes, Ltda. Managers. Owners' Address Rio de Janeiro. Steam Pressure 180 Lbs. in Main Boilers. If Surveyed Afloat or in Dry Dock. (State name of Dock.)

Last Report No. 3791. Port Rio

## Particulars of Examination and Repairs (if any) BOILER SURVEY

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned or expired	Machinery and Boiler Surveys (Including date of N.B., if any)
X 100 A.1. Rio		C.L. 7.41
		BS7.44
		MC10.41
Docking date 2.45		SS Rio 2-45 2-45
		IMC2.45
		Tail shaft seen 1.45. e.l.
		CARGO BATTENS NOT FITTED. N.E made '96 refitted 20

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 why they were declined

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

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

Donkey "

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined? All parts of the boiler were 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? State latest date of internal examination of each boiler 21.8.45

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 175 LBS.

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes. and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush. Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. The survey on vessel's boiler was complete.

General Observations, Opinion, and Recommendation:— The boiler of this vessel is in good and efficient condition, and, in my opinion, eligible to be continued as classed and to have the record B.S. 8,46.

Survey Fee (per Section 29) Cr\$ 450,00 Fees applied for 19. Special Damage or Repair Fee (if any) £ Travelling expenses (if chargeable) £ Received by me, 19. Committee's Minute WEB. 4 DEC 1946 Assigned BS 8.46

Signature of Engineer Surveyor to Lloyd's Register of Shipping.



BS du 2.46 now held,

It is submitted that this  
vessel is eligible for THE  
RECORD. BS 8.46.

L.R.  
29/11/46.



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Foundation