

Report of Survey for Repairs, &c., of Engines and Boilers.

No. 3791

(Received at London Office.

20 APR 1945

Date of writing Report 20th Feb 1945 When handed in at Local Office 19 Port of Rio de Janeiro
 No. in Survey held at Rio de Janeiro Date, First Survey 26th Dec Last Survey 5th Feb 1945
 Reß. Book 75918 on the Machinery of the Wood, Iron or Steel sc str "GUARAPUAVA" (No. of Visits 6)

Tonnage { Gross 590 Vessel built at Aberdeen By whom J. Duthie Torry S.E. Co. Year. Month. 1920 2
 Net 293 Engines made at Middlesboro By whom Richardsons Westgarth When 1920
 Nominal Horse Power 88 Boilers, when made (Main) 1920 (Donkey) -
 No. of Main Boilers 1 sb. Owners Empresa Internacional de Transportes Managers' Address -
 No. of Donkey Boilers - Managers - (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lbs Port Rio de Janeiro Voyage Brazil coasting
 in Donkey Boilers - If Surveyed Afloat or in Dry Dock on slipway. (State name of Dock.)

Last Report No. - Port -

Particulars of Examination and Repairs (if any) L.M.C.

(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.)

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 this was not done, state for what reasons? -And what parts of the Boilers could not be thus thoroughly examined? -Also 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 29th Jan 1945Present condition of funnel(s) goodDid the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 180 lbs.Did the Surveyor examine the Safety Valves of Donkey Boiler? - 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? -, and of the Donkey Boilers? -Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boilers? -Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? noHas shaft now been changed? no If so, state reasons -Has the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -State date of examination of Screw Shaft 4th Jan/45 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? noIf 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? -If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. complete.

Vessel placed on slipway, fastenings of propeller, sterntube and bush, and sea connections examined, screw shaft drawn in and examined together with the stern bush, found in order and replaced. Sea valves and cocks opened out, examined, found satisfactory and closed up. Examined the boiler through out with all mountings, doors, and safety valves, found or placed in good order, and safety valves adjusted under steam. Examined the cylinders, pistons, valves and chests, crossheads, guides and shoes, crank shaft journals, pins and bushes, thrust shaft and shoes, condenser examined and tested, main engine pumps and pumping arrangements, ballast, general service and auxiliary pumps, steam pipes examined and tested, and all found or placed in good order. Repairs, bottom manhole doors of boiler built up and refitted, main engine pump rods skimmed and new neck and gland bushes fitted, auxiliary pumps reconditioned and main engine adjusted.

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

This vessels machinery is now in good order, eligible to be continued as classed, with record of

- L.M.C. 2.45

Survey Fee (per Section 29) Cr£ 2,000.00 Fees applied for 14/2/ 1945
 Special Damage or Repair Fee (if any) £ : :
 (per Section 29.)
 Travelling expenses (if chargeable) £ 400.00 Received by me, 15/2/ 1945

FRI. 8 JUN 1945

Committee's Minute

Assigned + LMC 2.45

ST. 145

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 Foundation

SS No 3 due 2.45 held
→ Screw Shaft examined

It is submitted that this
vessel is eligible for T.M.C.
RECORD, + L.M.C 2.45
S 1.45

Reck
4/5/45

