

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

(Received at London Office

20 JUN 1931)

Date of writing Report 28th May 1931 When handed in at Local Office 28th May 1931 Port of Rio de Janeiro

No. in Reg. Book 86025 Survey held at Rio de Janeiro Date, First Survey 15th Oct. Last Survey 20th May 1931 (No. of Visits four)

on the Machinery of the Wood, Iron or Steel Twin Sc Sr "TAQUARY"

Gross 1943 Net 1176 Vessel built at Glasgow By whom Mackie &amp; Thomson Ltd. When 1912 - 4

Engines made at Glasgow By whom Muir &amp; Houston Ltd. When 1912

Boilers, when made (Main) 1912 (Donkey) 1912

Owners Pereira Carneiro &amp; Cia Ltda. Owners' Address

Managers Port Rio de Janeiro Voyage Brazilian Coastline

If Surveyed Afloat or in Dry Dock Both (State name of Dock.)

Last Report No. 2013 Port Rio de Janeiro

## Particulars of Examination and Repairs (if any) Condition &amp; B S

Periodical Surveys, when held, must be reported in detail and serialism 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

Do. " Donkey " " " yes

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?

Did 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? yes To what pressure were they afterwards adjusted under steam? 150 lbs.

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

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

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

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

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16" port and starboard.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Vessel placed in dry dock, the port and starboard propellers, stern bushes and fastenings and the sea valves and connections examined and found in good order and condition.

Examined the two main and the donkey boilers internally and externally and all mountings and found the same in good order and condition. The safety valves of all boilers afterwards adjusted under steam as above. Repairs carried out: The main and auxiliary machinery generally overhauled and adjusted. The fronts and baffle plates of the main and donkey boiler furnaces renewed.

## 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.A.M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

The boilers, propellers etc. of this vessel are now in good order and condition and in my opinion eligible for the record B S 3,31.

Survey Fee (per Section 22) £ 500\$000

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £

Fees applied for 20/5/31

Received by me, 20/5/1931

Committee's Minute

Assigned

No action

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation



Vessel unclassified

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.

No action is necessary

Yours

4.7.31

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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