

TS & Line  
NOTED FOR POSTING

# REPORT OF SURVEY for REPAIRS, &c.

Date of writing Report 18th March 30 When handed in at Local Office 18th March 30 Port of Rio de Janeiro  
No. in Reg. Book 35802 Survey held at Rio de Janeiro Date, First Survey 19th Feby. Last Survey 8th March 1930.  
(No. of Visits Six)

on the Steel Twin Sc Sr "TAQUARY"  
TONNAGE: Built at Glasgow By whom Mackie & Thomson, Ltd. When 1912 MONTH 4  
GROSS 1943 Owners Pereira, Carneiro & Cia. Ltd. Owners' Address (if not already recorded in Appendix to Register Book).  
UNDER DK. 1599 Managers Port belonging to Rio de Janeiro  
NET 1176

Surveyed Afloat or in Dry Dock? Both Name of Dock Lalmeyer Destined Voyage Brazilian Coasting

WB=CellD BorDBa feet; uE&B feet; f feet }  
total capacity tons. FPT tons; APT tons; MT tons. }

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.	Learn Assigned Actual	Machinery and Boiler Surveys (including date of W.R. if any)
<u>A 1</u> with freeboard <u>Brazilian Coasting</u> <u>2,29</u> <u>ss Rio.No.3-8,21</u> <u>sb Rio.No.1-25</u>		<u>IMC4,25</u> <u>BS4,28</u> <u>TS. 3-29</u>

N.B.—All alterations in the existing records should be underlined.  
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thickness of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 1865 Port Rio de Janeiro

(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 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

Society's Freeboard (if assigned) as painted on Ship and now verified | 2 | 9/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Second Special Survey No. 2. Vessel placed in dry dock, bottom, rudder, stern frame and stem cleaned, examined and found in good condition, except as stated below, afterwards recoated. Holds, fore and after peaks and peak tanks and the engine and boiler space cleared for survey, ceiling lifted all fore and aft and all steel work scaled, cleaned, examined and found in good condition, except as stated, afterwards recoated. The side bunkers being full of coal were not examined at this time. Lining on ship's sides removed in way of side lights and plating in way of same examined and found or put in good condition. The double bottom tanks and fore and after peak tanks cleaned, examined internally and found in good condition, all tanks afterwards filled and tested with a head of water as required by the Rules. Decks, hatchways, hatches, fore and afters, ventilators and their coamings, ceiling cargo battens, air and sounding pipes, plates under sounding pipes, windlass, steering engine,

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Deck <u>good, except as stated</u>	State if Tanks have been examined inside <u>yes</u>	Dblng. Plates under Sounding Pipes <u>yes</u>	Copper, or I.M. of Wood Vessels (State if on Plate). When put on, Month Year
Caulking of Decks <u>good</u>	State if Tanks now tested <u>yes</u>	Engine Room Skylights <u>good</u>	Boats <u>good</u>
Coamings <u>good</u>	Bulkheads <u>good, except as stated</u>	Coal Bunkers, Open'gs, Lids, &c. <u>"</u>	Masts, Yards, &c. <u>good</u>
Beams & Fastenings <u>good</u>	Ceiling <u>good</u>	Scuppers <u>good</u>	Condition, how ascertained <u>by examination</u>
Outside Plating <u>good, except as stated</u>	Cement <u>good</u> (State which.)	Cargo Hatchways <u>good</u>	(State if wedges removed) <u>yes</u>
Breasthooks <u>good</u>	Rudder <u>good</u>	Hatches <u>good</u>	Sails
Transoms <u>good</u>	Steering gear and its connections <u>good</u>	Planking of Wood Vessels	Equipment letter <u>R</u>
Frames <u>good</u>	Windlass <u>good</u>	Caulking ditto	Anchors, No. of <u>3B. 1S. 1K.</u>
Reverse Frames <u>good</u>	Have Pumps now been examined and found efficient? <u>yes</u>	Treenails ditto	Cables (State if now ranged) <u>yes</u>
Longitudinals	Have Sluice Valves now been examined and found efficient? <u>yes</u>	Breasthooks & Stimson ditto	" length <u>240 fms. 1-16</u>
Transverses	Have Watertight Doors now been examined and found efficient? <u>yes</u>	Transoms, Pointers, & Crutches ditto	" Rule length <u>240 fms. size 1 12</u>
Floors <u>good, except as stated</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Timbers of Frame at openings ditto	Hawser & Warps <u>good</u>
Keelsons <u>good</u>		Ditto ditto at other places ditto	Standing and Running Rigging
Stringers <u>good</u>		Stringers, Clamps & Shells ditto	
Inner Bottom Plating <u>good, except as stated</u>		Salting ditto (State if examined.)	

### 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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pnd24, &c."

This vessel is in sufficiently good and efficient condition for a period of three months and is in my opinion eligible to remain as now classed and to have record of survey 3,30 and the notation 2nd S S No.2-30, when the survey has been completed and all necessary repairs carried out.

Survey Fee (per Section 20)	£ 600\$000	Fees applied for, 13/3/ 1930.
Special Damage or Repair Fee (if any) (per Sec. 20)	£ :	Received by me, 17/3/ 1930.
Travelling Expenses (if chargeable)	£ 50\$000	
Second Surveyor's Fee (if any)	£ :	

Committee's Minute/ FRI. 2 MAY 1930  
Character Assigned Deferred for compl.  
S. 3.30  
N. 240  
+ L.No. 3.30  
Surveyor to Lloyd's Register of Shipping  
H. E. Thomson  
28 APR 1930  
Lloyd's Register Foundation  
011011-011023-0022

Sent now.

the Ship?

25 Certificate required if so, to be sent to

gear rods, chains, sheaves etc., pumps, W.T. doors, scuppers, skylights, boats, masts, (wedges removed), rigging, anchors, chain cables, (cables ranged), hawsers and warps and general equipment examined and all found or put in good order and condition. Freeboard verified. The bottom plating where slightly set up was examined and found satisfactory. To complete the survey the side bunkers require to be examined. The following repairs were recommended but were not carried out as the Owners requested that they be deferred for about three months owing to the amount of work they have in hand at the present time on other vessels of their fleet:

Shell plates, the three plates on each side attached to the stern frame, keel plates Nos. 1 and 2 from aft, the bow plates on C, D and E strakes on both sides and G 6 on the starboard side, all worn thin and require to be renewed.

A number of deck plates becoming thin require drilling for thickness, the deck plating under the donkey boiler wasted, requires renewal. The tank top plating at the after end of No. 2 double bottom tank in way of the cross bunker, as well as the bulkhead plating at the after end of the crossbunker, requires scaling and further examining, a number of plates being thin. The floors and intercostals in front of the main boilers require renewing. The top plating of the engine room double bottom tank wasted thin at the forward end of the port engine.

N.B.—If this Report is copied by Copying Press, special 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.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

**ANCHORS.**

Number of Certificate.	Anchors.*	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.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream .....															
	Kedge.....															

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

**CHAIN CABLES.**

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts. qrs. lbs.
	Iron Stream Chain } or Steel Wire... }													

*General Committee*  
*Thursday 11th June 1901.*  
*Cleaning Committee*  
*decision confirmed*

TUE. 9 JUN 1901

*Wickham*  
*Wickham*



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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