

11 APR 1930

(Received at London Office

No. in Reg. Book. *Survey held at* Rio de Janeiro *Date, First Survey* 19th Feby. *Last Survey* 8th March 1930.
(No. of Visits five)

tonnage { Gross 1943
Net 1176 Vessel built at Glasgow By whom Mackie & Thomson, Ltd. When 1912. - 4

Nominal Horse Power	210	Engines made at	Glasgow	By whom	Muir & Houston, Id.	When	1912.
		Boilers, when made (Main)	1912.		(Donkey)	1912.	

No. of Main Boilers	2	Owners	Pereira, Carneiro & Cia. Id.	Owners' Address	(if not already recorded in Appendix to Register Book.)
	1				

of Donkey Boilers 1
 Steam Pressure—
 in Main Boilers 180 lbs.
 If Surveyed Afloat or in Dry Dock Both
 Particulars of Classification (which must be inserted
 in the margin of this Report)

in Donkey Boilers 150 lbs.	(State name of Dock.)	Lahmeyer	precisely as in Register Book & Supplements.		
1855	Donkey Boilers	CHARACTER. * for Special Survey. Data of Reg. SURVEY and of	<table border="1"> <tr> <td rowspan="2">Machinery and Boiler Surveys (including data of R. if any)</td> </tr> <tr> <td></td> </tr> </table>	Machinery and Boiler Surveys (including data of R. if any)	
Machinery and Boiler Surveys (including data of R. if any)					

Last Report No. <u>1888</u> Port <u>Rio de Janeiro</u>		Periodical Surveys.	
Particulars of Examination and Repairs (if any) <u>2nd. S S N^o 2</u>		<u>X-A 1</u>	<u>X-1 LMC4,25</u>

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 causes of Repairs (the cause of which must be stated) should be separated from Repairs due to other causes; and

describes being detailed in the body of the report, should be briefly summarized at the end of the report. State also the dates and initials of any letters respecting this case.

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 " " " " " " yes

if this was not done, state for what reasons? _____

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

Surveyor to assure himself of the thorough efficiency of those parts of each 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? Yes, and of the Donkey Boiler? Yes

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

Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of no

Has screw shaft now been drawn and examined? yes Is it fitted with continuous enamel? no the shaft to permit of it being efficiently lubricated?)

Has 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Port & starboard stern bushes rewooded

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

donkey boilers internally and externally and all mountings, also all cylinders, pistons, valves, pumps, condensers, sea and bilge valves and connections, crank, thrust, tunnel and screw shafts.

propellers, stern bushes and fastenings of the port and starboard engines and all found in good

order and condition. The safety valves of all boilers afterwards adjusted under steam as above.

Note: The machinery requires a general overhaul and adjustment which the Owners propose to carry

out when the vessel lays up for hull repairs in three months time. Repairs now carried out: The

port and starboard stern bushes rewooded and the safety valves of the two main boilers 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 what alterations are suggested to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, E.S. 911, B.&M.S. 911, or $\frac{1}{2}$ L.M.C. 911)

The boilers and machinery of this vessel are now in good order and condition and in my opinion

eligible for the record **X** L M C 3,30.

600000) Fees applied for (

Survey Fee (per Section 25)..... £ 13/3/ 19 30

Special Damage or Repair Fee (if any)..... £

Travelling expenses (if chargeable)..... £ 500 000

Received by me, 17/3/10 30.

W. J. P. Jones
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____ FRI. 2 MAY 1930 _____ TUE. 28 APR 1931
 _____ THE 9 JUN 1931 _____

Assigned + L.M.O. 3.30

011011-011023-0023

MS. No. 2 due 8. 24 - Held.

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 for
THE RECORD + L.M.C. 3.30.

S. 3.30.

(28)
14/4/30

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.