

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

(Received at London Office

11 APR 1930

Date of writing Report 18th March 1930. When handed in at Local Office 18th March 1930. 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 five)

on the Machinery of the ~~XXXXXX~~ Steel Twin Sc Sr "TAQUARY"

tonnage { Gross 1943 Vessel built at Glasgow By whom Mackie & Thomson, Id. When 1912. - 4
Net 1176 Engines made at Glasgow By whom Muir & Houston, Id. When 1912.

Nominal Horse Power { 210 Boilers, when made (Main) 1912. (Donkey) 1912.

No. of Main Boilers 2 Owners Pereira, Carneiro & Cia. Id. Owners' Address Port Rio de Janeiro Voyage Brazilian Coasting
No. of Donkey Boilers 1 Managers _____

Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Lahmeyer

Last Report No. 1885 Port Rio de Janeiro

Particulars of Examination and Repairs (if any) 2nd. S S No 2

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

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? yes , and of the Donkey Boiler? yes

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? yes Is it fitted with continuous liner? no 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? 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 vite 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 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, or L.M.C. 9,11, 140 lb., F.D., &c.)

The boilers and machinery of this vessel are now in good order and condition and in my opinion eligible for the record L M C 3,30.

Survey Fee (per Section 28) £ 600\$000 Fees applied for 13/3/ 19 30.
Special Damage or Repair Fee (if any) £ _____
Travelling expenses (if chargeable) £ 50\$000 Received by me, 17/3/ 19 30.

Committee's Minute FRI. 2 MAY 1930

Assigned + L.M.C. 3.30

CERTIFICATE WRITTEN

TUE. 28 APR 1930
TUE. 9 JUN 1930

H. E. ...
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Insert Character of Ship and Machinery precisely in the Register Book.

Is a Certificate required? If so, to be sent to

M. M. 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 H.M.C. 3.30.*

S. 3.30.

*(28)
14/4/30*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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