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Steel Screw Steamer "CAXAMBU": No.66083 in the Register Book:  
4748 tons gross: Built in 1909 - 5 mo: Port - Rio de Janeiro:

Owners: Brazilian Government  
(Operated by the Lloyd Brasileiro)

Classed \*100 AI \*LMC 8.26  
Spar Deck TSN 8.26 (CL)  
11.21  
s.s.No.3-6.18

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The Second Special Survey No.1 of this vessel became due in June 1922, and was partly held in November 1921.

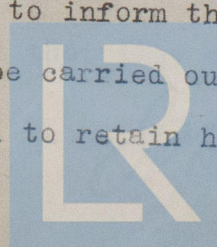
The vessel was subsequently laid up at Rio de Janeiro in a damaged condition, and the usual undertaking was furnished by the Owners.

The Rio de Janeiro Surveyor reported in August last that the requirements of the Second Special Survey No.2, due in June 1926, had been partly held and that repairs and renewals were required to the hull and equipment.

The Owners agreed to request Lloyd's Agents at Santos to appoint a Surveyor to see the deck tested and tarpaulins in place before loading commenced. The Rio de Janeiro Surveyor recommended that the survey and repairs should be completed on the vessel's arrival at New York.

A cablegram was received from the New York Surveyors on the 20th October stating that the spar deck had been temporarily repaired, and in their opinion permanent repairs might be postponed until the vessel's arrival at a home port.

The case received the consideration of the Classing Committee on the 22nd October, when the Rio de Janeiro Surveyor was instructed by cable to inform the Owners that the remaining requirements must be carried out on her arrival at his port to entitle the vessel to retain her class.



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From the report subsequently received from the New York Surveyors it appeared that the spar deck, which was badly wasted between Nos.1 & 2 hatchways and in places between Nos.3 and 4 hatchways, had been made tight in a temporary manner by electric welding and cement, and in view of the Owners' statement that care would be taken to stow any perishable cargo away from the wasted parts of the deck, the Surveyors were of opinion the vessel might proceed on her voyage to Rio de Janeiro, but the decks should be repaired on arrival. Other repairs were recommended by the New York Surveyors to some leaky rivets.

The Rio de Janeiro Surveyor cabled on the 16th instant as follows:-

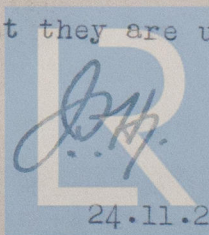
"VESSEL IS RELOADING SANTOS FOR NEW YORK OWNERS  
STATE ALL REQUIREMENTS WILL BE CARRIED OUT WITHOUT  
FAIL ON ARRIVAL AT NEW YORK"

In the circumstances, the Classing Committee, who had the case again under their consideration on the 19th instant, decided to expunge the vessel's class with a black line (11.26), indicating that from reported defects she is not eligible to retain her class, and a cable was despatched to the Rio de Janeiro Surveyor accordingly.

The Surveyor replied by cable as follows:-

"OWNERS STATE OWNERS' AGENTS NEW YORK RESPONSIBLE  
ACTED CONTRARY INSTRUCTIONS STOP VESSEL IS CHARTERED  
CANNOT CANCEL PRESENT VOYAGE STOP OWNERS REQUEST THAT  
CLASS MAY BE CONTINUED UNTIL ARRIVAL AT NEW YORK  
WHEN ALL REQUIREMENTS WILL BE CARRIED OUT WITHOUT  
FAIL".

The Classing Committee again had the facts before them on Tuesday, 23rd instant, when it was decided to adhere to their decision to recommend the expunging of the class with a black line, and a cable has been sent to the Rio de Janeiro Surveyor, instructing him to inform the Owners that the Committee much regret that they are unable to alter their previous decision.



24.11.26.

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Committee's decision

Character Assigned

Deferred

25/11/26

a Black