

COPY.

VESSEL'S NAME *R. S. Caxambu*

Received from Chief Surveyor

Report *OK*

No. 26

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER-CONSTRUCTOR.

As soon as the vessel is returned to the Surveyor's possession, the Chief Surveyor is to submit a statement of any repairs to the vessel, and to state the nature of repairs at each report, and also to bring out clearly any exceptional features or circumstances with the vessel, so that the Chief Surveyor may have all the required points presented in the statement. — Extract from Chief Surveyor's Report, 1920.

Snd No. 2

SURVEY PARTLY HELD.

When the

6-26

When proposed to be completed. Held on machinery

Part of Survey held, for Repairs & Equipment

SURVEYOR

The class of this vessel is subject to the shell plating

19. 11. 26

at the bilge, repaired by electric welding in February 1920, being

RIODEJANEIRO

specially examined at the next dry docking.

The 2nd s.s. No. 1 due 6-22 was partly held in November
CAXAMBU EBYXAFELCE EDADSDOKOV ECVOFAPPEV EVISTEDCIP

DYRXEEGNAK

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

The Rio de Janeiro Surveyor reported in August last that the damage, caused by an explosion of dynamite, had been repaired and the requirements of the 2nd s.s. No. 2 partly complied with.

To complete the survey the stern frame, repaired by electric welding required to be again examined at an early date, ceiling in holds to be lifted, all double bottom tanks (except No. 1 and engine room tank) and the peak tanks to be examined internally and all tanks to be tested, 135 fathoms of chain cable to be supplied to replace that amount of worn chain cable, anchor and the stream anchor and towline to be replaced by equipment in accordance with the rules, and the vessel is to be repaired to decks, hawse pipes, band pipes, and other equipment.



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