

13 FEB 1934

110 (Borrow)

No. 2490

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18th Jan. 34

When handed in at Local Office 18th Jan. 34

Port of Rio de Janeiro

No. in
Reg. Book.

Survey held at Rio de Janeiro

Date, First Survey 15th Dec.

Last Survey 27th Dec. 19 33

(No. of Visits four)

85811(1932-33)

TONNAGE

GROSS 60

UNDER DK. 51

NET 2

Built at Saltney, Chester

By whom J. Crighton & Co. Ltd.

YEAR

MONTH

When 1931

12

Owners Rio de Janeiro City Improvements Co. Ltd.

(if not already recorded in Appendix to Register Book).

Managers

Port belonging to Rio de Janeiro

Surveyed Afloat or in Dry Dock? Slipway

Name of Dock Brazilian Coal Co.

Destined Voyage

Harbour Service

WB=Cell D Bor D Ba

feet; uE&B

feet; f

total capacity

tons. FPT

tons; APT

tons; MT

feet

feet

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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 thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 98-63a Port Lon.

(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 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 (ft. ins.)

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Condition, with special reference to the corrosion which is

taking place in the "Dalzo" steel shell plating and rivets. Vessel placed on slipway, bottom, rudder, stern frame and stem cleaned of marine growth, examined and the paint found to be adhering satisfactorily, except in places on the port side amidships and at the stem on the starboard side where chafing had been taking place. The paint on the side plating was afterwards entirely removed from the bilge keel to above the water line on the port and starboard sides for the full length of the vessel and on further examination found on the port side shell plates Nos. 3, 4 & 5 in "D" strake and Nos. 4, 5 & 6 in "E" strake and on the starboard side Nos. 4 & 5 in "D" strake and No. 3 in "E" strake considerably pitted and corroded in patches and to a lesser extent Nos. 2 & 7 in "C" strake and Nos. 2, 6 & 7 in "D" strake on the port side and No. 6 in "C" strake, No. 3 in "D" strake and Nos. 2 & 4 in "E" strake on the starboard side. The corrosion being most accentuated on the port side amidships

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Dbing. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Caulking of Decks	State if Tanks now tested	Engine Room Skylights	(State if on Felt).
Coamings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month Year
Beams & Fastenings	Ceiling	Scuppers	Boats
Outside Plating	Cement or Asphalt	Cargo Hatchways	Masts, Yards, &c.
Breasthooks	(State which.)	Hatches	Condition, how ascertained
Transoms	Rudder	Planking of Wood Vessels	(State if wedges removed)
Frames	Steering gear and its connections	Gaulking ditto	Sails
Reverse Frames	Windlass	Treenails ditto	Equipment letter
Longitudinals	Have Pumps now been examined and found efficient?	Breasthooks & Stemson ditto	Anchors, No. of
Transverses	Have Sluice Valves now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
Floors	Have Watertight Doors now been examined and found efficient?	Timbers of Frame at openings ditto	" length (on board) size
Keelsons	Have Ventilators and their Coamings been examined	Ditto Ditto at other places ditto	" Rule length size
Stringers	and found efficient?	Stringers, Clamps & Shelves ditto	Hawser & Warps
Inner Bottom Plating		Salting (State if examined.) ditto	Standing and Running Rigging

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, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24 and ptND24, &c."

This report is sent for the information of the Committee.

Survey Fee (per Section 20) £

Special Damage or Repair Fee (if any) (per Sec. 20) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

11/1/34

Received by me.

19.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

Not for Classing Committee

Lloyd's Register
Foundation

The points of a considerable number of rivets in "D" and "E" strakes of plating on both sides amidships are also corroded. On the port side in the upper landing edge of plates D 4 & 5, 52 defective rivets were stated to have been removed in January 1933 and as "Dalzo" steel rivets were not at the time available, mild steel ones were fitted; special attention was called to these rivets and it was found that no special action had been set up either in the rivets themselves or in the plating in the vicinity during the time they were in place. An expression of opinion was requested by the Owners regarding the cause of the corrosion in the plates and rivets and whether this is more pronounced in the "Dalzo" steel in this case than it would have been if Siemens-Martin mild steel plates had been used. The reply given was that a pronounced electrolytic action takes place in this special quality steel when owing to the paint having become rubbed off, it is exposed to the action of sea water combined with the action of the air, and that this action is more pronounced than would be the case if Siemens-Martin mild steel had been employed.

H. E.

ANCHORS.

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 If Patent state name of Patentee.

Stockless, state Mechanical Tests

CHAIN CABLES.

Iron Stream Chain }
or Steel Wire.... }