

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report *6th July 1918*When handed in at Local Office *11th July 1918*Port of *Lawrence Marques*No. in  
Reg. Book.Survey held at *Lawrence Marques*Date, First Survey *30th May*Last Survey *6th July 1918*(No. of Visits *1st*)Master *Pennock*

TONNAGE:-

GROSS

NET

DWT

Built at *Leke*Owners *Requisitioned by the Portuguese Government*

Owners' Address

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

Vessel Afloat or in Dry Dock?

Name of Dock

Destined Voyage

Cell DBor DBa

feet; uE&amp;B

feet; f

feet; f

Capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

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

CHARACTER.

\* for Special Survey.

Date of last Survey and of Periodical Surveys.

Years

since

last

Machinery and Boiler

Surveys

(including date of N.B., if any).

+ 10 A 1

S 13

+ 2 MC 11, 12

S 5, 13

Report, No. *55325* Port *Leke*

Local Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; repairs being detailed in the body of the report, should be summarised in the form shown below. Whenever the condition of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on this form. State also the dates and initials of any letters respecting this case.

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

Where 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?

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

*1st Special Survey No. 1.*

placed alongside wharf, rudder, stern frame, cleared and examined as far as possible, and found in good condition, towards recoated.

old, fore and after peaks (and peak tanks) spaces under deck, figure boiler space coal bunkers cleared for survey, piling tid as required by Rules, all oxidation removed from all parts, and all steel work throughout all parts of vessel carefully examined, and found in good condition towards recoated; double bottom tank and fore and after peak examined inside, tanks tested with a head of water P.T.O.

Y OF DAMAGE REPAIRS :—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—
newed ... ..								
moved and Faird or Repaired ... ..								
ired or Repaired in place ... ..								

CONDITION OF THE	Stringers .....	Dblng. Plates under Sounding Pipes .....	Copper, or Y.M. of Wood Vessels..... (State if on Felt.)
of Decks .....	Inner Bottom Plating .....	Engine Room Skylights.....	When put on, Month..... Year.....
s .....	State if Tanks have been examined inside .....	Coal Bunkers, Open'gs, Lids, &c.....	Boats.....
Fastenings .....	State if Tanks now tested .....	Scuppers .....	Masts, Yards, &c. ....
ating .....	Bulkheads .....	Cargo Hatchways .....	Condition, how ascertained .....
f ditto .....	Ceiling .....	Hatches.....	(State if wedges removed)
is & Crutches .....	Cement or Asphalt .....	Planking of Wood Vessels.....	Sails.....
ames.....	(State which.)	Caulking ditto.....	Equipment letter .....
	Rudder .....	Treenails ditto .....	Anchors, No. of .....
	Steering gear and its connections.....	Breasthooks & Stemson ditto.....	Cables (State if now ranged) .....
	Windlass.....	Transoms, Pointers, & Crutches ditto.....	„ length..... size..... (on board)
	Have Pumps now been examined and found effi- cient? .....	Timbers of Frame at openings ditto.....	„ Rule length..... size.....
	Have Sluice Valves now been examined and found efficient? .....	Ditto ditto at other places ditto.....	Hawser & Warps .....
	Have Watertight Doors now been examined and found efficient? .....	Stringers, Clamps & Shells ditto.....	Standing & Running Rigging .....
	(State if examined.)	Salting ditto .....	

General Observations, Opinion as to Class, Recommendation, &amp;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 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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

after docking vessel's bottom, rudder, stern frame and stern found in order, I consider the vessel in good and sound condition and in my opinion eligible to remain as classed.

Fee (per Section 28)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	£	:	:	19
Travelling Expenses (if chargeable)	£	:	:	Received by me,
Second Surveyor's Fee (if any)	£	:	:	19

Committee's Minute

Character Assigned

FRI 6 SEP 1918

Deferred for  
Examination  
7/18

Signature of Surveyor  
Surveyor to Lloyd's Register of Shipping.

TUE 19 AUG 1918

Deferred

HAB 18

Is Certificate required? If so, to be sent to

006189-006203-0144



Two new extra cowl ventilators 22" diameter and 8 ft high were placed on main deck forward, and one ventilator of same dimensions placed on after deck, while 8.8" cowl ventilators were placed over bunks. The existing ventilation having been found insufficient for the vessel's present trade route. A new bridge house containing Captain Officers cabins was built on lower bridge, and a flying bridge spanning the whole width of vessel, steering gear compasses were placed on flying bridge.

The dimensions of the new house are:-  
15 Feet breadth, 12'6" depth and 7 ft high. The old  
steel house was landed. The late Captain's Officers  
cabins on main deck are now used for passenger  
cabins, and have accommodation for eight first  
class passengers.

ANCHORS.

[illegible]

## CHAIN CABLES.

[illegible]