

REPORT OF SURVEY FOR REPAIRS, &c.

DISCLOSED
BAY No.

Date of writing Report 34th. November 1942 handed in at Local Office

Port of LISBON.

No. in Reg. Book.

Survey held at LISBON & CACILHAS

Date, First Survey 7th. July

Last Survey 25th. September 42

on the Steel S/S. "VINTE E OITO DE MAIO".

(No. of Visits 15)

Sub 35

TONNAGE:—
GROSS 1113
UNDER DK. —
NET 650

Built at Zalt Bommel

By whom J. Meyers S.B. Co.

When 1929 mo. 1mo.

Owners Government of Cape Verde Islands Owners' Address

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

Managers

Port belonging to S. Vincent C.V.I.

Surveyed Afloat or in Dry Dock?

Name of Dock Cacilhas D.D.

Destined Voyage

Cell D Bor D Ba feet; u E & B feet; f feet }
total capacity tons. FPT tons; APT tons; MT feet tons. }

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

All alterations in the existing records should be underlined.

Port, No. 3370 Port Lis.

When held, must be reported in detail and *seriatim* in the terms of the Rules and items remaining to be surveyed should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars clearly stated in the space provided on the back of this form. State also the dates and initials of any letters in this case. LETTER HEREWITH

Where the Surveyor has not made a special damage report he is required to state whether he has made a special damage report and to whom and why they were declined

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

EXAMINATION AS PER RULE, FOR Special Survey No. 3.

is:-

Vessel placed in dry dock, bottom and rudder cleaned, examined and recoated. Holds, peaks, tween decks, bunkers and machinery spaces cleared. All ceiling removed from tank tops and sides in holds and bunkers and limber boards removed throughout. All casings of soil, scupper, air and sounding pipes removed and steelwork generally exposed. It was not necessary to scale the inside of the shell plating. All double bottom and peak tanks examined internally, but not tested. All limbers replaced, part renewed, chain cables ranged and examined. Chain locker examined. Anchors, masts and rigging and general equipment examined. Hatch covers, tarpaulins and fastenings in position at the hatchways and made good where necessary. Ventilator coamings and covers examined. Steering

DAMAGE REPAIRS: —	Shell Plates.	Frames.	R. Frames	Floors and Bracket Floor	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items: —
... ..								(p.t.e.)
... ..								
... ..								

CONDITION OF THE							
see report	Bulkheads	good	Engine Room Skylights	good	Copper, or V. M.	—	(State if on Feet.)
good	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	good	When fitted, Month	—	Year
"	Cement or Asphalt	cement	Oil Bunkers		Boats	good	
"	Rudder	see report	Scuppers	good	Masts, Yards, &c.	"	
see report	Steering gear and its connections	good	Cargo Hatchways	"	Condition, how ascertained	by examn.	(State if wedges removed)
in way of sidelights	Windlass	good	Hatches	"	Equipment letter	m	
good	Have pumps been examined and found efficient?	—	Planking	—	Anchors, No. of	3B 1B	
—	Have Sluice Valves been examined and found efficient?	—	Caulking	—	Cables (State if now ranged)	yes	
—	Have Watertight Doors been examined and found efficient?	yes	Treenails	—	> length	210	mean diamr. ✓
—	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	—	(on board)		
plating	Air and Sounding Pipes	yes	Transoms Pointers & Crutches	—	> Rule length	210	size 7/16"
examined internally?	Doubling Plates under Sounding Pipes	yes	Timbers of Frame at openings	—	Chain Locker	good	
not tested?			> > at other places	—	Hawsers & Warps	"	
			Stringers, Clamps & Shelves	—	Standing and Running Rigging	"	
			Salting	—	Sails	—	

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

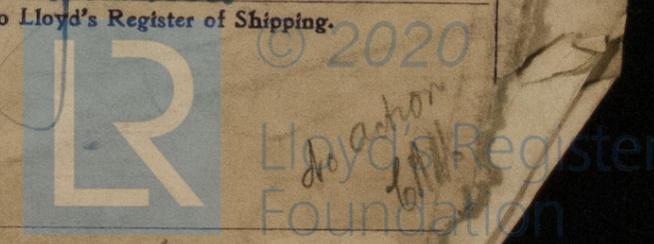
- For the information of the Committee.

Tip. A. de Mendonça, Ltd. - 6-941 - LISBON (The Surveyors are requested not to be sent to)

Survey Fee (per Section 29)	Esc: -3.630\$00:	Fees applied for,
Special Damage or Repair Fee (it any) (per Sec. 29)	£ :	19
Travelling Expenses (if chargeable)	200\$00:	Received by me,
Second Surveyor's Fee (if any)	£ :	19

John Gushki
Surveyor to Lloyd's Register of Shipping.

Committee's Minute note
Character Assigned Not for Classing Committee



007639 - 007646 - 0242 1/2

Certificate required? If so, to be sent to

N.B. - If this Report is copied by Copying Press, special 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.

gear, rods, chains and fairleads, windlass, W. T. doors and air and sounding pipes examined and found or placed in good condition. Doubling plates found or fitted under all sounding pipes.

Freeboard verified.

The following W.T. Repairs were recommended but have not been carried out:-

Shell

port side - plates B1 & C1, found badly pitted, to be renewed.

plates G4, 5, 7 and 8 found more or less set in between frames, to be removed, faired and refitted.

starbd. side - plate C1 found badly pitted, to be renewed.

plates F3+8, G7, 8, 10 & 11, found more or less set in between frames, to be removed, faired and refitted.

plates F6 & 10, & G6, found slightly indented, to be faired in place.

A large number of defective rivets in A & B & C strakes to be renewed

Rudder:- to be lifted and pintles and bushes examined, in view of a considerable amount of clearance between these.

Bunkers.

The main deck in the bunker space port and starboard, found to be considerably wasted and thin, and holed in a large number of places, to be renewed entirely.

Decks.

Raised quarter Deck, 1 deck plate port side, 2 on starboard side in way of N^o.3 hatch

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate	Anchors *	WEIGHT-EX STOCK			WEIGHT-OF STOCK			TEST PER CERTIFICATE			WEIGHT REQUIRED BY RULE	Description of Anchor.	Makers.	Where and when tested and Superintendent
		Cwts	qrs	lbs	Cwts	qrs	lbs	Tons	Cwts	qrs				
	1st Bower													
	2nd "													
	3rd "													
	Collective Weight													
	Steam													
	Kedge													

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate	Length and size supplied		Test per Certificate		WEIGHT OF CHAIN CABLE		Length and size per rule		Description.	Makers of Cables.	When and where tested and Superintendent
	Length.	Diam.	Status.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

coamings found thin, to be renewed.

Tanks

N^o.3 tank top - 6 plates below main boilers, found badly wasted and holed, to be renewed.

Equipment.

Starboard anchor crown pin found worn, to be renewed.

The cables consist of the following:-

s/s. "VINTE E OITO DE MAIO".

(cont.) The cables consist of the following:-

30 Fathoms at 1 5/16" diameter

60 Fathoms at 1 1/4" "

60 Fathoms at 1 3/16" "

15 Fathoms at 1 5/32" "

45 Fathoms at 1 1/8" "

210 Fathoms

The following W. & T. Repairs recommended have been carried out:-

All steering chains, found badly worn, renewed, and fairleads and quarter blocks overhauled and made workable.

Ballast pump seating brackets, found thin, renewed.

23 wood hatch covers renewed, and a few minor general repairs effected.

The following repairs were carried out in lieu of the recommended repairs.

Shell.

About 1000 defective rivets capped by means of E.W. in A/B & B/C strake landings.

Bunkers. - Main deck plating in bunkers - Doubling plates fitted over larger holes to prevent coal from falling into E.R.

N^o.3 Tank top. Doubling plates fitted over holes in way of wasted plates below boilers.

This vessel has now left Lisbon for the Cape Verde Islands and the Colonial Agent General states that the vessel may return to this port to complete the survey.

Please see enclosed correspondence dated 23rd. November 1942.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

