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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

Enclosure

20th October, 1936.

Dear Sirs,

S. I duly received your letter of the 28th ultimo furnishing reports of survey held by a Surveyor appointed by your goodselves on the steamer "PORTO GRANDE".

It is noted therefrom that a large part of the Second Special Survey No.2, which became due in July last, has been carried out but that considerable renewals are required to the shell, deck and bulkhead plating, framing, stiffening, expansion trunks etc. It is also noted that the boat deck, including framing, boat and davits have been removed and that the Surveyor recommends their replacement.

Having regard to the extensive repairs now recommended it is concluded that arrangements will be made for the Special Survey to be completed and all recommendations complied with without delay, and perhaps you will kindly arrange with the Owners for this to be done and advise this Office accordingly.

As regards the boiler you will remember that on the 21st February last the Owners were informed that, in view of the wastage of the plating as reported by your Surveyor, its working pressure should be reduced to 90 lb. per square inch. The figures furnished at that time showed that the plating had been reduced by nearly $1/8$ " in thickness during the

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preceding twelve months, and as it would appear from the Surveyor's present report that corrosion is still active, it is considered that a further reduction in the pressure is once again necessary.

Moreover, from the Surveyor's report it is evident that the stage has now been reached when large repairs to the boiler shell (involving probably the removal of the boiler from the vessel) or the complete renewal of the boiler should receive serious consideration at the hands of the Owners, and perhaps you will kindly communicate with them and arrange for the safety valves to be adjusted at once to the reduced pressure of 75 lb. per square inch.

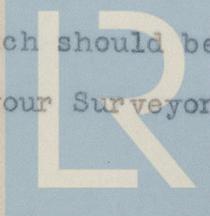
In the meantime the vessel's class as regards the machinery has been continued subject to the boiler being repaired or renewed before the end of December next, and also to the crankshaft being permanently repaired before the vessel leaves the harbour of St. Vincent, as previously recommended.

I accordingly await your reply as to what arrangements the Owners have been able to make in order to comply with the Committee's requirements for the maintenance of the vessel's class, as detailed above.

I return herewith the Chain Cable Certificate forwarded with the report which should be handed to the Owners after endorsement by your Surveyor on the back of the form.

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At the same time I shall be glad if you will kindly ascertain from him and let me know what new equipment has been supplied at this time.

I am, Dear Sirs,

Yours faithfully,

Clerk to the
Classification Committee.

Messrs. Millers & Corys, Cape Verde Islands, Ltd.,
Lloyd's Agents,
ST. VINCENT, Cape Verde Islands.



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