

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24th April 28 When handed in at Local Office

19 Port of Lisbon

No. in Survey held at Lisbon
Reg. Book.Date, First Survey 20th March Last Survey 23rd April 19 28
(No. of Visits 12)

38321 on the Wood, Iron or Steel Sc. Sr. "VODICE"

YEAR. MONTH.

TONNAGE:—

Built at Pt Glasgow

By whom A. Rodger & Co.

When 1907 3mo.

GROSS 4389

Owners Sec. Anon. Paredi & Corrado

Owners' Address

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

UNDER DK. 4098

Managers

Port belonging to Genoa

NET 2748

Surveyed Afloat or in Dry Dock? Afloat Name of Dock

Destined Voyage Hamburg

WB=CellDBorDBa feet; uE&B feet; f feet

total capacity tons. FPT tons; APT tons; MT feet tons.

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. 16609 Port Rot.

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

CHARACTER.
* for Special Survey.
Date of last Survey and of
Periodical Surveys.Years
Assigned
for
expired.Machinery and Boiler
Surveys
(including date of N.B., if any).

100 A1

LMC

Spar dk 3,86 727

BS 1,27

SS Liv. No. 3-12, 19

MS 6,24

SS Gen. No. 1-24

CL 2,86

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?

PAIRS, OR EXAMINATION AS PER RULE, FOR

Vessel having put into this port with leakage in No. 1 hold,

ON EXAMINATION FOUND:—

RECOMMENDED:—

In No. 1 hold, by soundings, about 11'6" of water, vessel's draft increased at bows about 3'-3", water rising slowly in hold with ballast pump working continuously on bilges, bilge pump on engines choked & about 12 feet of water in forepeak.

Vessel be beached on soft bottom in the Cova da Piedade on the south side of the River Tagus & immediate arrangements made for continuous discharge of the wheat in sacks in forepeak & the linseed in bags in No. 1 hatch & hold.

Later, that the 2nd plate from bows in 4th strake below upper deck port sheerstrake fractured over a

Plate be removed & renewed.

SUMMARY OF DAMAGE REPAIRS:—

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

PRESENT CONDITION OF THE

Condition of Decks	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Platings	State if Tanks now tested	Engine Room Skylights	(State if on Feet).
Fastenings	Bulkheads	Coal Bunkers, Openings, Lids, &c.	When put on, Month Year
Plating	Ceiling	Scuppers	Boats
Throughs	Cement or Asphalt (State which.)	Cargo Hatchways	Masts, Yards, &c.
Stems	Rudder	Hatches	Condition, how ascertained
Frames	Steering gear and its connections	Planking of Wood Vessels	(State if wedges removed)
Transverse	Windlass	Caulking ditto	Sails
Bottom Plating	Have Pumps now been examined and found efficient?	Treenails ditto	Equipment letter
	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson ditto	Anchor, No. of
	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	length size
		Ditto ditto at other places ditto	(on board) Rule length size
		Stringers, Clamps & Shells ditto	Hawser & Warps
		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 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pnd24, &c."

Recommended vessel be continued as classed without addition or alteration to record in the Register Book, subject to vessel being drydocked for examination at end of ensuing voyage, or as may be arranged to suit Owner's convenience before vessel makes another voyage outside European waters.

Survey Fee (per Section 20)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 20)	£	11.	0.	0
Surveying Expenses (if chargeable)	£	6.	10.	0
and Surveyor's Fee (if any)	£			

(including Sunday & night work)

Fees applied for,

Received by me,

£.17.10.0

Assist Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 8 MAY 1928

FRI. 1 JUN 1928

Character Assigned

TUES. 10 JUL 1928



Lloyd's Register Foundation

009469-009480-0058

RECOMMENDED: -

2) No.1 hold, bilges completely checked with linseed oil. Bilges be cleared & cleaned, suction pipes to engine room; ballast pump suction pipes cleared & tested; ballast pump opened up for examination & overhauling.

3) 1st plate from bows in 3rd strake below upper deck sheerstrake wasted through immediately forward of 3rd frame & elsewhere corroded. Be renewed.

All recommendations were effected & repairs carried out to my satisfaction, ballast pump examined, found or placed in good condition & with pumping connections to No. 1 hold, tested.

Owing to the condition of the plating of forepeak, in which there are 2 small cement boxes in way of leaky rivets & one large cement box on starboard side in way of top of floors on account of damage, the collision bulkhead plating including the stiffeners at lower part, side plating of No.1 hold on port & starboard sides, I am of opinion that when vessel is drydocked at end of ensuing voyage, or as may arranged to suit

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.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight.																
	Stream																
	Kedge.....																

*If Patent state name of Patent.

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

CHAIN CABLES.

[illegible]

Owner's convenience before vessel makes another voyage outside European waters, that such parts be scaled for further examination & such repairs effected as found necessary

L.R.G.