

COPY.

Lloyd's Register of Shipping.

Port of Lisbon

21st April 1938

This is to Certify that

the undersigned ^{Assist.} Surveyor to this Society did at the request of the Master & Agents proceed on board the St. Se. Sr. "VODICE" of Genoa, No. 38321 in the Register Book & 4389 tons gross, R. Schiaffino, Master, on the 20th of March last & subsequent dates, in view vessel put into this port on the 20th of March, whilst on voyage from Rosario bound for Hamburg with a cargo of wheat & linseed, on account of a leak in No. 1 hold which contained linseed in bags. It was reported tempestuous weather had been encountered. (For further particulars see Official Log Book & Protest).

ON EXAMINATION FOUND:-

RECOMMENDED:-

- 1) In No. 1 hold, by soundings, about 11'8" of water, vessel's draft increased at bows about 3'-3", water rising slowly in hold with ballast pump working continuously on bilges, bilge pumps 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 Plate be removed & renewed. in 4th strake below upper deck ^{PORT} sheerstrake fractured over a length of about 20" immediately forward of 2nd frame from collision bulkhead & externally, cracks commencing in way of 3rd, 4th, 5th & 6th frames from such bulkhead.

- 2) No. 1 hold bilges completely choked Bilges be cleared & cleaned, with linseed also suction pipes to suction pipes cleared & tested; engine room; ballast pump not working efficiently. ballast pump opened up for examination & overhauling.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society."

ON EXAMINATION FOUND:-RECOMMENDED:-

- 3) Condenser circulating pump on main engines broken at bottom & top bracket on condenser back for securing pump fractured. (N.B. damage apparently caused by sand & mud accumulating when engines being used in shallow water.)

Pump be disconnected, turned upside down for examination; later that 3/8" steel plates be shaped to fit between ribs, jointed & secured by screwed studs. Condenser back in way of bracket chipped flush, brass casting made, fitted to position & secured by 3-7/8" studs above & 5 below line of pump securing bolts. Circulating pump be renewed at end of voyage or as may be arranged to suit Owner's convenience but before making another voyage outside European waters.

- 4) Forward condenser door fractured on inner side vertically over a length of about 24". Condenser ends choked with sand & mud.

Be temporarily repaired by fitting two 6" x 3" x 1/2" angles with extended joint bolts to secure same horizontally along back of door. Door be renewed when pump (item 3) is being renewed. Condenser be cleaned & tubes washed out.

- 5) No. 2 port winch with barrel loose on shaft, shaft bent, one exhaust pipe broken & other minor damage, caused by mooring rope jamming when winch being used for mooring etc. when going alongside quaywall at Alcantara.

Shaft be removed, sent to repair works; later, shaft be faired, damaged key way repaired by electric welding & new key fitted

All recommendations were effected & repairs done to the satisfaction of the undersigned, engines tried under steam & circulating pump & condenser door repairs found efficient; ballast pump tested & found in good condition; pumping connections to No. 1 hold tested & found in order.

Recommended vessel be continued as classed without addition or alteration to record in 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, also circulating pump & condenser door renewed similarly.

Fees & expenses:-

£.31.10.0
(including Sunday & night work).

Leo Hammer



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Foundation

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