

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 29/5/25 When handed in at Local Office 29 May 1925 Port of Lisbon
 No. in Reg. Book. 2816 Survey held at Lisbon Date, First Survey 19th Nov 1924 Last Survey 29/5/1925
 on the Wood, Iron or Steel SSR "AMARANTE" Master -

TONNAGE:-
 GROSS 7678 Built at VEGESACK By whom BREMER VULKEN When 1914
 UNDER DECK 7247 Owners Sociedade Geral Comercio Industrial e Transportes Lda Port belonging to Lisbon
 NET 4829 Owners' Address Rua do Comercio 49
 (if not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? AFLOAT Name of Dock - Destined Voyage NOT KNOWN

B=CellDBorDBa - feet; uE&B - feet; f - feet;
 al 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 tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, keels, and of the inner bottom plating, especially in the boiler space.

ast Report, No. - Port -

Medical 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; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the placement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case. M 16/4/25

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.

UNCLASSIFIED GERMAL LLOYD'S
CONTINGENT CLASS LLOYD'S
100A-1.

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

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

AIRS, OR EXAMINATION AS PER RULE, FOR CONDITION SURVEY WITH A VIEW TO CLASSIFICATION IN LLOYD'S
in accordance with instructions contained in your letter M 16/4/25 pointing the fact
Lisbon in order to join the Lisbon survey in the survey of the above vessel with
view to her being classed with Lloyd's Register. Mr L.R. Gunner joined me
this morning and we report her with the condition of the vessel as far as could
be ascertained with vessel afloat.

FORE PEAK FRESH WATER TANK. Examined internally and found in very good condition
same sealed and cemented. Pumping beam in conjunction with rock stonings
in fitted.

SPACES ABOVE FORE PEAK TANK TOP. Found in good condition sealed and cemented

SUMMARY OF DAMAGE REPAIRS:-

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed ...								
Removed and Fair'd or Repaired ...								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE

State of Tanks have been examined inside <u>YES.</u>	Dblg. Plates under Sounding Pipes <u>YES</u>	Copper, or Y.M. of Wood Vessels <u>-</u>
State if Tanks now tested <u>NO</u>	Engine Room Skylights <u>GOOD</u>	(State if on reef.) <u>-</u>
Bulkheads <u>GOOD</u>	Coal Bunkers, Open'gs, Lids, &c. <u>-</u>	When put on, Month <u>-</u> Year <u>-</u>
Ceiling <u>OVER BILGES UNDER HATCHES TO</u>	Scuppers <u>-</u>	Boats <u>ALL NEW.</u>
Cement or Asphalt <u>TANKS ONLY CEMENT</u>	Cargo Hatchways <u>-</u>	Masts, Yards, &c. <u>GOOD</u>
(State which.) <u>PAINTED ON BOTTOM.</u>	Hatches <u>-</u>	Condition, how ascertained <u>BY EXAMINATION</u>
Rudder <u>-</u>	Planking of Wood Vessels <u>-</u>	(State if wedges removed) <u>NO WEDGES.</u>
Steering gear and its connections <u>GOOD</u>	Caulking <u>-</u>	Sails <u>-</u>
Windlass <u>-</u>	Treenails <u>-</u>	Equipment letter <u>-</u>
Have Pumps now been examined and found efficient? <u>NO</u>	Breasthooks & Stemson <u>-</u>	Anchors, No. of <u>3A-15-1K.</u>
Have Sluice Valves now been examined and found efficient? <u>NONE FITTED.</u>	Transoms, Pointers, & Catches ditto <u>-</u>	Cables (State if now ranged) <u>NO.</u>
Have Watertight Doors now been examined and found efficient? <u>YES TESTED.</u>	Timbers of Frames at openings ditto <u>-</u>	" length <u>-</u> size <u>-</u>
Have Ventilators and their Coamings been examined and found efficient? <u>GOOD.</u>	Ditto ditto at other places ditto <u>-</u>	" Rule length <u>-</u> size <u>-</u>
	Stringers, Clamps & Shells ditto <u>-</u>	Hawser & Warps <u>SUFFICIENT - GOOD</u>
	Salting <u>-</u>	Standing & Running Rigging <u>GOOD.</u>
	(State if examined.) <u>-</u>	

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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

This vessel is slightly in our opinion to be classed 100A-1 in Lloyd's
Register Book upon completion of the classification survey as reported in this report.

Survey Fee (per Section 20) £
 Special Damage or Repair Fee (if any) £
 Travelling Expenses (if chargeable) £
 Second Surveyor's Fee (if any) £

Fees applied for, 19
 Received by me, 19

Surveyor to Lloyd's Register of Shipping

Committee's Minute
 Character Assigned

FRI. 12 JUN 1925

No action

FRI. 6 NOV 1925

TUES. 13 APR 1926

Lloyd's Register
 Foundation

010905-010912-0236 15

Windlass, steering gear and its connections, W.T. Van, scupper, and runding pipes, ventilator coverings and cowls, Hatches, etc., topboards (2 to each hatch) and bottom, and last all are examined and found good. Masts (no masts fitted inside at deck) and tendency and running and general equipment good. Cannys and Ashburn and Pelly examined in good condition and steel shoring struts in fitted over openings of Pelly top.

Again already effected for Clarification Survey. - All masts overhauled and placed in good order. Bridge Deck plating in way of lower canyis all renewed. Plating on top of midship Ashburn & Pelly renewed, and capstans Ashburn renewed. Top of Pelly canyis in way of engine room skylight part renewed. Lifelines and equipment renewed. Main and head steering gear overhauled and placed in order. Wood work caulked and painted.

TO COMPLETE THIS SURVEY THE FOLLOWING REMAINS TO BE DONE.

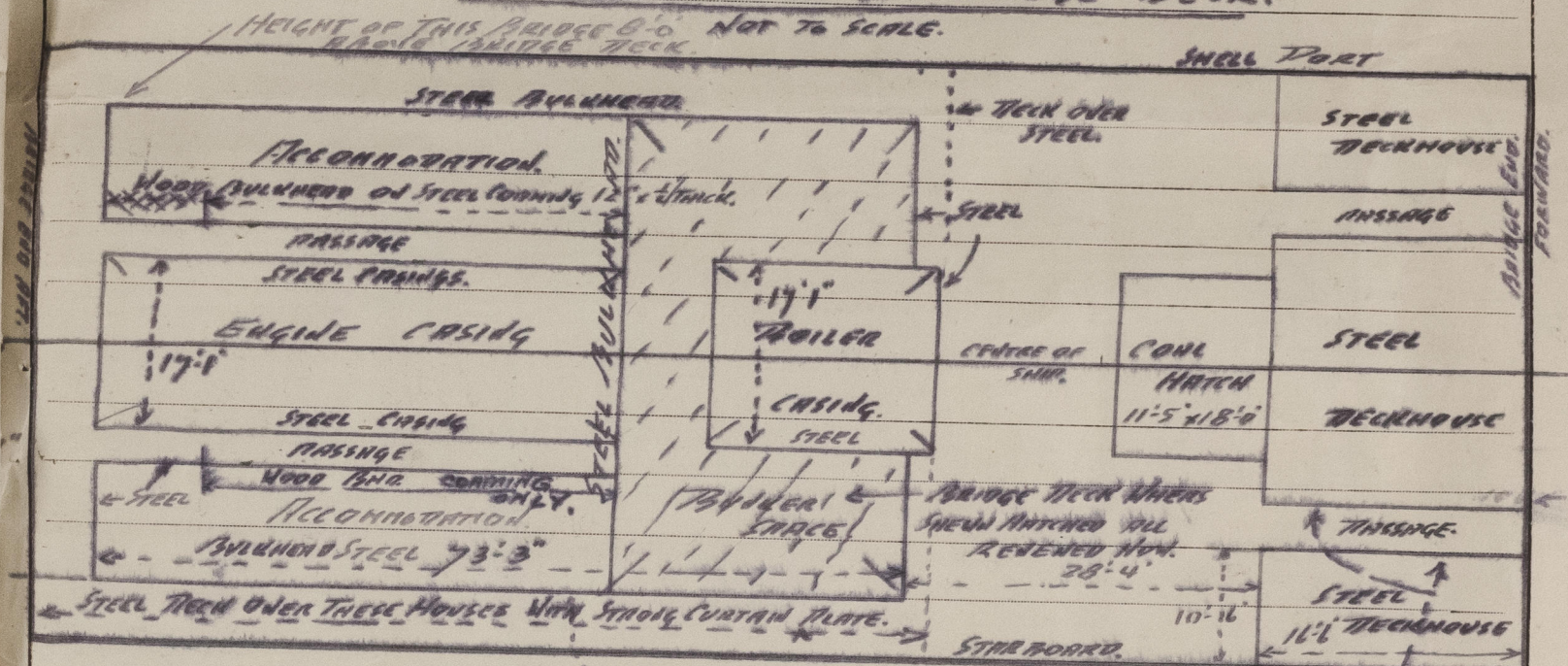
VESSEL TO BE EXAMINED IN DRY DOCK AND RUDDER TO EXAMINE.
HARD CABLES TO RANGE IN DOCK AND ANCHORS TO EXAMINE AND CHAIN LOCKERS TO CLEAN OUT AND EXAMINE. WITH REGARD TO THE EQUIPMENT FOR THE FIGURE. ALL THE TEST CERTIFICATES HAVE BEEN LOST. WE EXAMINED THE STREAM ANCHOR AND SPARE BOW ANCHOR WHICH BEARS THE MARKS, AND APPEARS TO HAVE BEEN TESTED AT LLOYD'S PROVING HOUSE NETHERTON. WE THEREFORE ASSUME THE REMAINING ANCHORS AND CHAINS HAVE PROBABLY BEEN ALSO TESTED BUT MR. GUINER ALL REPORT THE MARKS WHEN CHAINS HAVE BEEN RANGED IN DRY DOCK. THE ANCHORS AND CHAINS AS FAR AS SEEN ARE GOOD. ALL DOUBLE BOTTOM TANKS TO FORE AND AHEAD BEANS TO BE TESTED TO RULE REQUIREMENTS. DOWNCAST AND PUMP PUMPS TO TEST. STEERING CHAINS TO BE ANNEALED. NEW FREEBOARD MARK AND VERIFY. THE QUARTER SUPERINTENDENT STATES CEILING WAS ONLY FITTED IN BILGES IN HOLDS BUT THEY NOW PROPOSE TO FIT CEILING UNDER HATCHES. IN REPLY TO YOUR LETTER N 16/4/55 AND APPROVED PLANS THE AMENDMENTS WERE DISCUSSED WITH OWNERS REPRESENTATIVES AS FOLLOWS:-

- ADDITIONAL TIE PLATES AND REINFORCING ANGLES TO BEANS TO BE FITTED.
- THIRD TIE OF NO. 1 HOLD. (AGREED TO.)
- ADDITIONAL KNEES AT HEADS OF HOLD AND T. DE MILLERS TO BE FITTED (AGREED TO.)
- DOUBLING OF UPPER DECK ONE STABE ALSO DOUBLING OF STRINGER PLATE AT ENDS OF BRIDGES ALSO FITTING DOUBLINGS AT CORNERS OF

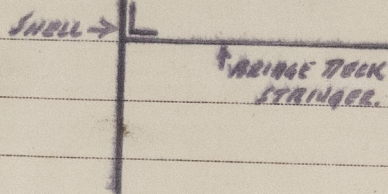
No 5 (Engine room) tank to be examined. Plating in way of skylight to be examined. Deck entry report to be forwarded.

provisions (agreed to) with regard to Doubling of Strake of Bridge Deck plating alongside casings this involves cutting up all the bridge chains and the owners prefer doubling either the bridge deck stringer plate or 1st strake (inner) below upper deck interstrake. As the plan submitted of bridge deck does ^{not} indicate the extent of erections we show here with a rough sketch the bridge deck.

ROUGH SKETCH OF BRIDGE DECK.



STEEL BULKHEAD 2 1/2\"/>



IN VIEW OF THESE STEEL BULKHEADS BEING FITTED AND STEEL DECK OVER WE SUGGEST THAT THEY WOULD ASSIST IN RESISTING LONGITUDINAL STRAINS AND THAT THE QUESTION OF DOUBLING STRAKE OF BRIDGE DECK PLATING MIGHT BE RE CONSIDERED AS THE OWNERS TOOK EXCEPTION TO THIS AS BEING UNNECESSARY. NO SIGNS OF STRAINING WAS OBSERVED BY US AT THIS PORT ALTHOUGH VESSEL HAS BEEN IN COMMISSION SINCE 1914.

(5) MOVING ARRANGEMENTS FOR PERM EXHIBED AND BEAMS IN CONNECTION WITH SIDE STRINGERS ARE FITTED. IN NO. 1 HOLD SIDE STRINGERS AND WED FRAMES FITTED.

(6) TANK MARGIN CONNECTIONS. SINGLE ANGLES TO TANK BRACKET AND SINGLE ANGLE TO FLOOR AND MARGIN PLATE. NO SIGNS OF STRAINING OBSERVED. BOTTOM FORWARD STRENGTHENED BY DOUBLE FRAMES TO FLOORS TO COLLISION BULKHEAD AND INTERCOSTALS CARRIED FORWARD TO COLLISION BULKHEAD.

(7) RE INTERCOSTALS AROUND HOLD TUBULAR PILLARS. INTERCOSTALS ARE ALREADY FITTED CONNECTED BY DOUBLE ANGLES. STOPPED 3\"/>

(8) PILLERING. IN ADDITION TO LARGE TUBE PILLARS CENTRE ROUND PILLARS ARE FITTED FOR SHIFTING BOWDS AND DOUBLE CHANNEL PILLARS AT HATCH ENDS IN CENTRE.

(9) THE MATERIALS USED IN THE CONSTRUCTION APPEAR OF GOOD QUALITY AND WELL PRESERVED AND VESSEL CHIPPED & RECOATED THROUGHOUT.

(5)

S S AMARANTHE

of

LISAON.

Continuation of Report No.

dated

on the

THIS VESSEL HAS BEEN UNDER SURVEY SINCE NOVEMBER LAST AND SHE HAS
BEEN CLEANED, CHIPPED AND RECOATED THROUGHOUT AND PLACED GENERALLY IN
EXCELLENT CONDITION AT CONSIDERABLE EXPENSE. THE OWNERS DIRECTOR
IS PRESENT IN PARIS AND ON HIS RETURN HIS SUPERINTENDENT WILL PLACE OUR
RECOMMENDATIONS BEFORE HIM AND IT WILL THEN BE DECIDED WHETHER TO PROCEED WITH THE SURVEY
NOT. AS THIS VESSEL IS IN VERY GOOD CONDITION AND WELL BUILT, WE WOULD
RESPECTFULLY SUGGEST THAT FURTHER CONSIDERATION MIGHT BE GIVEN TO THE AMENDMENTS
PROPOSED FOR ON THE APPROVED PLANS IN ORDER IF POSSIBLE TO REDUCE SAME TO A MINIMUM
VIEW OF ALL MATERIALS HAVING TO BE IMPORTED FROM ENGLAND AND THE TIME WHICH WOULD
BE TAKEN TO EFFECT THESE REPAIRS.

WE ENCLOSE OUR FREEBOARD REPORT HEREWITH.

Geo Barnett of London



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Lloyd's Register
Foundation

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Comercio Industrial
Rua do Comercio, 49.

