

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 1<sup>st</sup> Sep. 27 When handed in at Local Office 1<sup>st</sup> Sep. 27 Port of LISBON.No. in Reg. Book. Survey held at LISBON. Date, First Survey 6<sup>th</sup> Feb 1925 Last Survey 31<sup>st</sup> August 1927 (No. of Visits 67.)

28538 on the Wood, Iron or Steel

S. MARIA AMELIA

TONNAGE:

GROSS 1766

UNDER DECK 1560

NET 1039

Built at ROSTOCK

By whom ART. GES NEPTUN

When 1913

Owners: GERAL DE COMERCIA INDUSTRIA

Owners' Address

Managers

Port belonging to LISBON.

Surveyed Afloat or in Dry Dock? Afloat Name of Dock

Destined Voyage Hamburg

WB=CellDBorDBa feet; u&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 &amp; Supplements).

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. 1662 Port LISBON.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account 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 replacement 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.

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 1 6 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR COMPLETION OF CLASSIFICATION SURVEY.

The following parts have now been examined to complete the classification survey:  
All porthole sightlights which were removed for repairs have now been fitted and made good.  
All holds and bottom decks sealed and renewed.  
Quarter girders and reinforcement of hatch end beams now completed in accordance with approved plans and workmanship found satisfactory.  
All double bottom tanks sealed, examined and cemented, and also all bilges.  
All double bottom tanks tested in accordance with Rule requirements and found satisfactory.  
All ceiling and tank tops and one bilge being renewed and since renewed.  
Fore and after peak tanks sealed, examined and renewed.  
Fore and after peak tanks tested and found satisfactory.

SUMMARY OF DAMAGE REPAIRS:—	Shell 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

Decks	Good	State if Tanks have been examined inside	Yes	Dblg. Plates under Sounding Pipes	Yes	Copper, or Y.M. of Wood Vessels	(State if on Felt.)
Caulking of Decks		State if Tanks now tested	Yes	Engine Room Skylights	Good	When put on, Month	Year
Coamings		Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.		Boats	Mar Good
Beams & Fastenings		Ceiling	All New	Scuppers		Masts, Yards, &c.	
Outside Plating		Cement or Asphalt (State which.)		Cargo Hatchways		Condition, how ascertained	by examination
Breasthooks		Rudder		Hatches		(State if wedges removed)	
Transoms		Steering gear and its connections	Good	Planking of Wood Vessels		Sails	
Frames		Windlass		Caulking ditto		Equipment letter	
Reverse Frames		Have Pumps now been examined and found efficient?	Yes	Treenails ditto		Anchors, No. of	3 B. 15. 1 K.
Longitudinals		Have Sluice Valves now been examined and found efficient?	Yes	Breasthooks & Stemson ditto		Cables (State if now ranged)	No.
Transverses		Have Watertight Doors now been examined and found efficient?	Good	Timbers of Frame at openings ditto		" length (on board)	TO BE TESTED FOR FIGURE 1
Floors		Have Ventilators and their Coamings been examined and found efficient?	Good	Ditto ditto at other places ditto		" Rule length	SUFFICIENT & GOOD
Keelsons				Stringers, Clamps & Shells ditto		Hawser & Warps	
Stringers				Sanding (State if examined.)		Standing & Running Rigging	
Inner Bottom Plating							

## General Observations, Opinion as to Class, Recommendation, &amp;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 ptND24, &c."

This vessel is eligible in our opinion to be classed 100A—with the notation of S.S. No 3 LISBON. 8-27. The figure 1 to be assigned when the chain cables have been tested.

Survey Fee (per Section 29) £ 200.-0.-0

Special Damage or Repair Fee (if any) (per Sec. 29) £ 66.10.0

Travelling Expenses (if chargeable) £ 33.4.0

Second Surveyor's Fee (if any) £

Fees applied for,

Received by me,

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

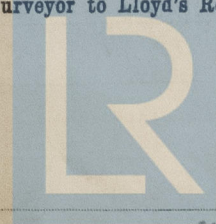
Character Assigned 100A—

Note to Box 11

ss No 3-8-27

L.M.C. 8-27

F.S.



Lloyd's Register Foundation

011800-011804-0135

21.9.27

Certs issued 6/10/27

Is Certificate required? If so, to be sent to



All border spacers sealed, examined and recounted.

Windlass and steering gear and its connections connected up and tested.

Boats renewed; No. 7 doors tested. Topmasts renewed with stay cables.

Forward marked and unfiled or per inspection from enclosed.

The wood generally cleaned and painted and placed in good condition.

With regard to the testing of the chain cable for the figure I, the  
Comtee propose to have same tested at an approved testing house at  
the first convenient opportunity.

Leobanner

W. H. Lyman.

## ANCHORS.

[illegible]

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

## CHAIN CABLES.

[illegible]

**23.**—If this Report is copied by Copying Press, especial 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.