

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 22-2-52 When handed in at Local Office 1952 Port of Rotterdam
 No. in Reg. Book Supp 4063 Survey held at Arnhem/Dordrecht Date, First Survey 8-1-52 Last Survey 20-2-1952
 on the Wood, Iron or Steel Wind " NIASSA" (No. of Visits 2)

TONNAGE: Built at Arnhem By whom M. Oorschot, Stormsleper, Maat. When YEAR. MONTH.
 GROSS 50 Owners Portuguese Government Owners' Address
 UNDER DK. Managers Ministeria das Colonias (It not already recorded in Appendix to Register Book).
 NET Port belonging to Lourenço Marques
 Surveyed Afloat or in Dry Dock? slipway Name of Dock Arnh. Stormsl. Mij Destined Voyage
 Cell/D/Bord/Ba feet; uE & B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 34315. Port Rot.

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

CHARACTER	Machinery and Boiler Surveys (Including date of N.B., if any).
* for Special Survey, Date of last Survey and of Periodical Surveys.	
<u>100A1</u>	
<u>Passenger Ferry & Tug boat for service Mozambique - Rundo (Class Contemplated)</u>	

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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. plan of rudder attached

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?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Conversion rudder + docking
The vessel placed on slipway. Examined bottom and rudder and found same in condition. Examined deck openings with their closing arrangements, ventilators, casings with their closing appliances, windlass, general equipment, main- and auxiliary steering gear and found all in good condition.
Conversion: In connection with the single rudder being fitted between two propellers, this resulting in some dead angle, builders resolved making a vert. small plate on each side of the aftermost end of rudder in some distance of same. Upon trials held the steering capacity is found very good.

SUMMARY OF DAMAGE REPAIRS:—

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

RESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
<u>good</u>	<u>not exd.</u>	<u> </u>	When fitted, Month <u> </u> Year <u> </u>
Caulking of Decks <u>"</u>	Celling <u>"</u>	Coal Bunkers, Openings, Covers, &c. <u> </u>	Boats <u> </u>
Coamings <u>"</u>	Cement or Asphalt <u>"</u>	Oil Bunkers <u>not exd.</u>	Masts, Yards, &c. <u> </u>
Beams & Fastenings <u>"</u>	Rudder <u>good</u>	Scuppers <u>"</u>	Condition <u> </u> ascertained (State if any plates removed.)
Outside Plating <u>good</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u> </u>	Equipment <u> </u>
" " in way of sidelights <u>not exd.</u>	Windlass <u>"</u>	Hatches <u> </u>	Anchors <u>Complete</u>
Frames <u>"</u>	Have pumps been examined and found efficient? <u> </u>	Planking <u> </u>	Cables (State if now ranged) <u>no</u>
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u> </u>	Caulking <u> </u>	" length <u> </u> mean diamr. <u> </u>
Longitudinals <u>"</u>	Have Watertight Doors been examined and found efficient? <u> </u>	Treenails <u> </u>	" Rule length <u> </u> size <u> </u>
Transverses <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>good</u>	Breasthooks & Stems <u> </u>	Chain Locker <u>not exd.</u>
Floors <u>not exd.</u>	Air and Sounding Pipes <u>not exd.</u>	Transoms, Pointers & Brutches <u> </u>	Hawsers & Warps <u>sufficient</u>
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>not exd.</u>	Timbers of Frame at openings <u> </u>	Standing and Running Rigging <u> </u>
Stringers <u>"</u>		" at other places <u> </u>	Sails <u> </u>
Inner Bottom Plating <u>not exd.</u>		Stringers, Clamps & Shelves <u> </u>	
Have the Tanks been examined internally? <u>no</u>		Salting <u> </u> State if examined	
Have the Tanks been tested? <u>no</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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."
The ship is in a good and efficient condition and in my opinion eligible to be continued as previously recommended but with fresh docking date of 1,52.

Survey Fee (per Section 23) no fee Fees applied for,
 Special Damage or Repair Fee (if any) Chargeable Received by me,
 Travelling Expenses (if chargeable)
 Second Surveyor's Fee (if any)
 Committee's Minute
 Character Assigned Note Bt

THU 1 MAY 1952
Deferred
 Surveyor to Lloyd's Register of Shipping
 Lloyd's Register Foundation

N.B.—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.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificates.	Anchors.	WEIGHT BY SPOKE.		WEIGHT OF SPOKE.		TENSILE STRENGTH.		WEIGHT BY RULE.		Description of Anchor.	Mark.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.			
	1st Bower											
	2nd "											
	3rd "											
	Collection Weight											
	Stream.....											
	Kedge.....											

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

If Patent state name of Patent.

If Stockless, state Mechanical Test.

CHAIN CABLES.

Number of Certificates.	Length and size supplied.		Tensile Strength.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stave Load.	Breaking Tons.	Supplied.	Per Mile.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	

Iron Steam Chain
or Steel Wire

Handwritten notes in the margin, including "No. 1000" and "1000 lbs."

